

CENTRAL SONOMA VALLEY BIKEWAY PLAN

prepared for

SONOMA COUNTY TRANSIT

BY

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Chapter 1

INTRODUCTION AND REVIEW OF OPTIONS

INTRODUCTION AND BACKGROUND

Need for the Project

The proposed Central Sonoma Valley Bikeway would create a safe route for pedestrians and bicyclists between Verano Avenue and Flowery School and ultimately Agua Caliente Road. The neighborhoods located in between Highway 12 and Arnold Drive and particularly between Highway 12 and Sonoma Creek have discontinuous streets due to natural and manmade barriers. These prevent through circulation not only by cars but also by pedestrians and bicyclists. There is no alternative through route to Highway 12; consequently, pedestrians and bicyclists are forced to use the narrow shoulder of Highway 12 for access to such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Park, and the Boys and Girls Club. Since walking or biking to these destinations is so difficult, many choose to drive. This exacerbates the traffic congestion on Highway 12 and further diminishes the safety of those pedestrians and bicyclists who still choose to walk or bike. Planned improvements to Highway 12 will not alleviate the need for a more direct route that is also less impacted by heavy traffic volumes. While there are bike lanes on Arnold Drive, Arnold Drive does not provide the internal circulation that these neighborhoods need to make biking and walking safe and convenient.

This project is supported by a coalition of community groups, agencies and elected officials who collaborated to fund this study demonstrating the broad base of community support for this project. These include the Verano Springs Association, Sonoma Valley Trails Committee, Sonoma Valley Chamber of Commerce and the Central Sonoma Valley Trail Task Force. The letters of support for the project received from these local organizations are presented in Appendix D. This study was funded through the Transportation for Livable Communities program administered by the Metropolitan Transportation Commission. These planning grants are available for small-scale transportation projects that can help revitalize local communities, have extensive community support and are compatible with the area's larger redevelopment efforts. The Central Sonoma Valley Trail is in the Sonoma County Bikeways Plan, adopted in 1997, as Project 90 and is listed in Priority Category 1. Priority 1 projects are considered necessary to have a minimal level of connectivity in the County, serve major activity centers and provide key links in communities. Although the Sonoma County Bikeways Plan does not include the section north of Larson Park, scope of this study was from Verano Avenue all the way to Agua Caliente Road to fully address the circulation needs of the Springs Communities.

Purpose of Study

The purpose of this study was to identify the most feasible alignment for the bikeway. This involved reviewing and evaluating numerous options for the alignment. This study also included three public meetings to increase community awareness about the project and to receive public input on the alignment options. This project was originally referred to as a trail, but most of the route will be on existing streets. Therefore, it is now referred to as a *Bikeway* but it is intended for all non-motorized users as a transportation and recreation facility. Just as roads are built without regard to trip purpose, (e.g. whether the driver is going to work, to the store, or out for a

‘Sunday Drive’), facilities for non-motorized users such as trails, sidewalks, bike routes and bike lanes should be provided for the multitude of trip purposes that pedestrians and bicyclists also have.

Report Organization

This chapter presents the description of the various alignment options for the proposed Central Sonoma Valley Bikeway. These options were determined from reviewing past studies and from meetings with County staff, the Trails Task Force and others. First a description of the methodology used to determine alternative alignments is presented. The results of the field review and the preliminary research are described. Finally, the preliminary evaluation criteria are listed. Chapter 2 addresses the Preferred Alignment and Chapter 3 presents conceptual designs and implementation issues.

Methodology

For planning purposes, the study area has been divided into five segments. The five segments are as follows:

- Segment I: Verano Avenue to Academy Lane
- Segment II: Academy to Thompson Avenue
- Segment III: Thompson to Boyes Boulevard
- Segment IV: Boyes to Larson Park
- Segment V: Larson Park to Agua Caliente Road

Wilbur Smith Associates met with County staff from the Transit Department, Department of Transportation and Public Works and the Regional Parks Department and a representative from the Central Sonoma Valley Trail Task Force. We also attended the meeting of the Sonoma County Bicycle and Pedestrian Advisory Committee and the Springs Task Force Coordinating Committee. In addition, we made telephone contact with staff from the Sonoma County Community Development Commission and the Sonoma County Water Agency.

From these contacts, a variety of potential alignment options were determined. Within each segment there are one to five alignment options. These were described in more detail in Technical Memorandum No. 1 and are illustrated in a map that was presented to the public and that is presented in Appendix D. Briefly, the Alignment A variations stay as close as possible to Highway 12. The Alignment B variations are the mid-neighborhood alignments that traverse Central Sonoma Valley in between Highway 12 and Sonoma Creek. Alignment C is immediately adjacent to Sonoma Creek on the east side. Alignment D is located on the west side of Sonoma Creek. An alignment on the east side of Highway 12 was not developed because it was not considered to meet the goals of the project in terms of improving access to schools and closing gaps to improve pedestrian and bicycle circulation between Verano Avenue and Agua Caliente Road.

All the potential alignment options were reviewed in the field and the type of parcel traversed was determined. For certain parcels, the ownership information was researched to ascertain if it was or was not in the public right-of-way. Based on this information and the preliminary evaluation criteria specified in the RFP, the variations were consolidated into four distinct alignments.

The next step was to present the four alignments to the public at two workshops on April 26th and May 19th, 2001. The evaluation criteria was also presented for comment. All the major stakeholders in the project were invited including the Springs community (comprised of El Verano, Boyes Hot Springs, Fetters Hot Springs and Agua Caliente) as well as the Bicycle and Pedestrian Advisory Committee (BPAC), the Sonoma County Transportation and Public Works Department, (TPWD), the Sonoma County Regional Parks Department (RPD) and Sonoma County Community Development Commission (CDC), the Sonoma Valley Chamber of Commerce and the City of Sonoma. Public comment was heard on the pros and cons of each alignment from the local residents and other stakeholders. Input was solicited on which criteria are deemed more important from the point of view of each stakeholder.

The WSA Team then returned to the office, revised the alignments and rated the four alignments using information learned from the public workshops and the agreed upon evaluation criteria. A preliminary preferred alignment was developed as described in Chapter 2. A conceptual design of the preferred alignment is presented in Chapter 3.

FIELD REVIEW, RESEARCH AND PRELIMINARY ANALYSIS

Wilbur Smith Associates conducted a field review of the study area to identify existing and potential easements, public and private streets and the adjacent land uses. This field review was conducted by bicycle and on foot where possible. Several potential alignment options were identified. The physical characteristics of each segment were noted such as land use type and frontage and for public streets, the street width, number of travel lanes, and the presence of sidewalks. The results of the field review are summarized in Appendix A. We also reviewed a recent aerial photograph of the study area (1999) to assist in identifying potential options. Some of the segments were fenced off and were inaccessible and/or appeared to have structures on the entire parcel. These are indicated on the map by a grey circle.

For certain key parcels, the ownership information was researched to ascertain if it was or was not in the public right-of-way or if there were an easement of some kind through the property. This information is recorded in the database. While we had hoped to identify some rail easements, most if not all of the segments that we initially thought would be railroad rights-of-way are instead in private ownership. It appears that many of the parcels that were formerly railroad rights-of-way were sold or given to the adjacent landowners. The presence of an easement along Sonoma Creek was also investigated. The Sonoma County Water Agency does not have any jurisdiction over Sonoma Creek; it is not a part of any flood control or water supply plan. Thus, in the study area, the creek flows entirely through private property except where Larson Park abuts the creek.

The potential alignments consist of contiguous parcels that vary in existing land use and ownership. Many segments are existing streets, others are vacant lots or other private property. A summary of the type of land use on each of the parcels that comprise the segments is presented in Table 1 (e.g. public street, private street or driveway, private property, school property, etc.). While using a public street would be easier to implement than on private property, a bikeway along a public street would not have the same value as a nicely landscaped pathway away from motorized traffic.

Table 1 Summary Of Land Uses for Alignment Options							
Segment	Alignment	Public Street	State Highway	Park	School Property	Private property with structure/1/	Private drive/ street/trail or easement/2/
I	A1	X	X			X	
	A2	X	X			X	
	A3	X	X			X	
	B	X				X	
	C- Creek					X	
	D-Westside	X					
II	A	X					
	B	X					
	C- Creek					X	
	D-Westside	X					
III	A	X	X				
	B	X				X	
	C	X				X	
	D-Westside	X					
IV	A1	X					
	A2	X					
	B1	X		X		X	
	B2					X	
	B3						X
	C- Creek					X	X
	D-Westside	X					
V	A	X		X	X	X	
	B1	X					X
	B2	X					X
	C1-Creek			X		X	X
	D1 - Westside					X	X
	D2-Westside	X					
/1/ On private property close to existing structures; may or may not have to remove structure to implement bikeway. /2/ On private property such as driveway, private road or existing pathway and probably would not have to take any structures.							

The field review and research phase of the alignment options revealed positive information as well as some challenges to various segments. First, there is an existing pathway/internal road on the east side of Sonoma Creek through two private developments: the Rancho Vista Mobile Home Park north of Flowery School and the residential development north of Thompson Avenue. It would be consistent with the goals of this project to allow public access to these pathways. The second is the development plan for the Springs Housing Development on the former Vailetti property. The Burbank Housing Development is willing to consider an easement for the pathway through the property. However, the eastern portion of their property is being sold to another owner who plans to develop a pool complex. Third, Caltrans is constructing a new pedestrian/bicycle bridge over Agua Caliente Creek at Highway 12. However it will be placed on the east side of the highway, which is not consistent with plans for this project.

EVALUATION OF FOUR ALTERNATIVE ALIGNMENTS

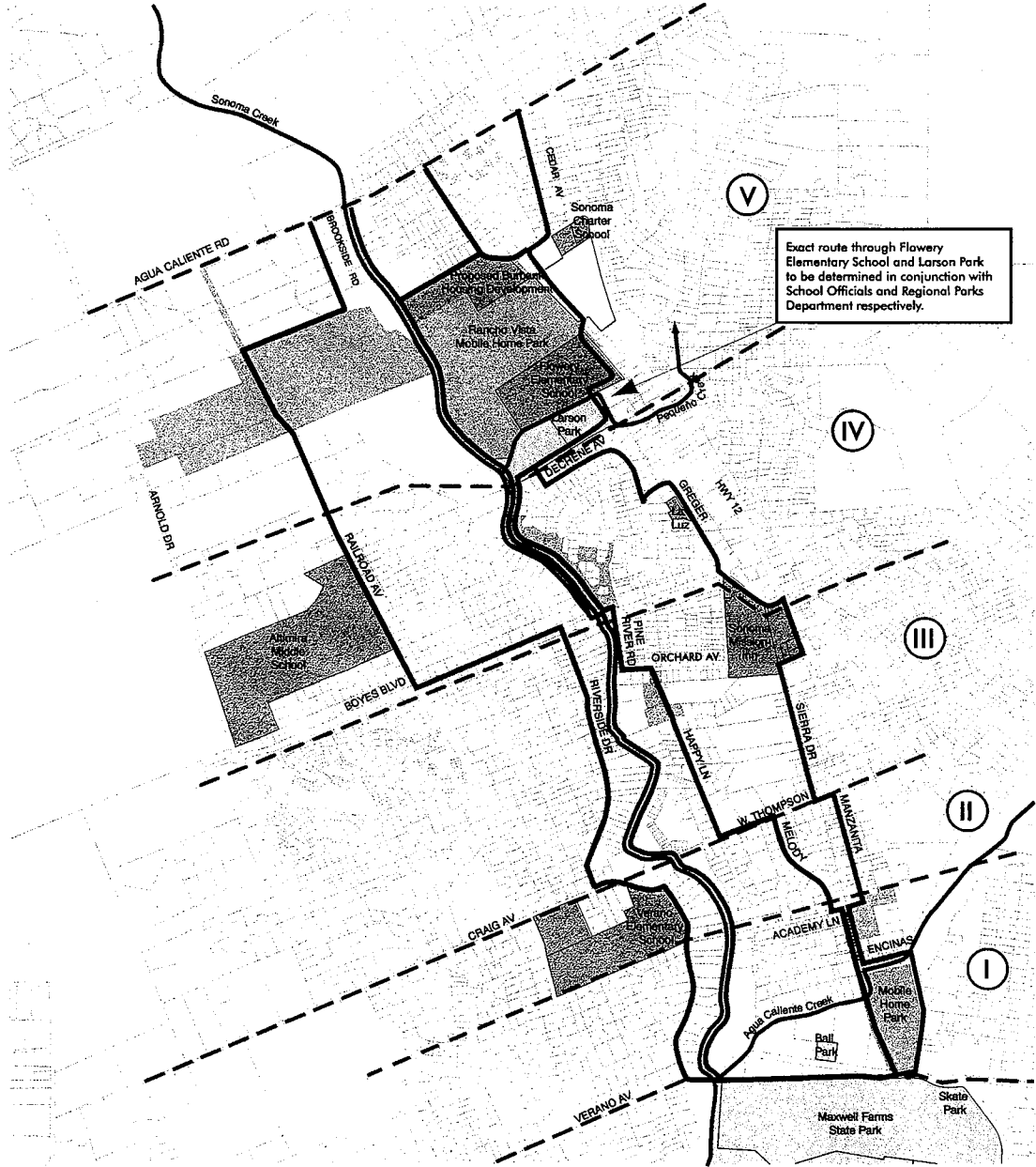
Based on the field review and land use research, the variations were consolidated into four distinct alignments. These four alignments were presented to the public at the two workshops in April and May 2001. Figure 1 presents the four alternatives. The preliminary evaluation criteria to be used to evaluate these alignments are listed in Table 2.

Table 2 Preliminary Evaluation Criteria	
•	Bicycle and pedestrian circulation
•	Bicycle and pedestrian /traffic safety
•	Connections to/from existing/planned regional bicycle/pedestrian routes
•	Access to and from local businesses along Highway 12
•	Access to and from local and inter-city public transit routes
•	Access between neighborhoods in the Springs area
•	Access to elementary schools
•	Access to local parks
•	Access to other local services, e.g. the Boys and Girls Club, teen center, vineyard worker service center and proposed community health clinic.
•	Access to/by emergency services
•	Environmental impacts
•	Neighborhood impacts (including parking)
•	Recreational and transportation qualities
•	Required right-of-way acquisition and/or easements
•	Relative engineering and construction costs

To assist in the public in assessing the alternatives, the four alignment alternatives were evaluated qualitatively. This is presented in Table 3. This preliminary assessment along with the evaluation criteria was presented at the two public workshops.

Table 3				
Summary of Advantages and Disadvantages of the Four Alignment Options				
Alignment	Advantages			
Issue	A Close to Highway 12	B Mid valley	C Sonoma Creek	D West of Sonoma Creek
Reduced Exposure to Traffic	-	0	0	0
Proximity to schools	+	+	0	+
Proximity to businesses	+	0	-	-
Few Environmental Impacts	+	0	-	0
Few ROW Acquisition Issues	0	-	-	0
Scenic	-	0	+	0
+ Compared to other alignments, this alignment meets this criteria, for the most part. 0 This alternative does not have clear advantages compared to other alignments for this criteria. - This alternative is worse than others regarding this criteria, for the most part.				

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Exact route through Flawery Elementary School and Larson Park to be determined in conjunction with School Officials and Regional Parks Department respectively.

- Option A - Highway 12
- Option B - Mid Valley
- Option C - Creekside
- Option D - Westside
- Ownership Data Investigated

Chapter 2

SELECTION OF THE PREFERRED ALIGNMENT

This chapter describes the process for selecting the preferred alignment for the Central Sonoma Valley Bikeway. Community input was sought on the overall support and need for the bikeway, the benefits and disadvantages of the four alignment options and on the issues that are most important to the community for the bikeway to address. This chapter then describes the criteria used to rate the four alignment options. Finally, the preferred alignment is presented. This preferred alignment is the alignment that at this point in time appears to fulfill more of the communities' desires for the bikeway and to be the most feasible in term of minimizing negative impacts.

DESCRIPTION OF PUBLIC INPUT

Two public workshops were held to receive public input on the project. These workshops were organized by Sonoma County Transit staff in coordination with the Springs Task Force Coordinating Committee. The meetings were advertised and publicized by distributing and posting flyers in the study area including Maxwell Farms Regional Park, at La Luz Bilingual Center, and on community bulletin boards. The flyers contained information in English and Spanish. Flyers were mailed to other affected agencies including Department of Transportation and Public Works, (TPW) the Regional Parks Department (RPD), Sonoma County Community Development Commission (CDC) and the Sonoma County Water Agency. Flyers were directly mailed to some of the potentially affected property owners.

A press release was distributed to the Sonoma Index-Tribune and the Santa Rosa Press Democrat. Articles appeared in the Index-Tribune on April 25th, 2001 and May 14th, 2001 with a follow-up article appearing May 22nd, 2001. The Santa Rosa Press Democrat also ran an article about the proposed bikeway on May 14th, 2001. Members of the Springs Task Force Coordinating Committee also announced the public meetings at other community events such as the forum convened to discuss the Burbank Housing project. All articles regarding the study are contained in Appendix B.

The first public workshop was held on Thursday April 26th, 2001 from 6:00 p.m.-8:30 p.m. This meeting was held in the southern part of the study area at the Boys and Girls Club in El Verano. The second public workshop was held on Saturday May 19th, 2001 from 9:30 a.m. to 12:00 noon. This meeting was held in the northern part of the study area at La Luz Bilingual Center in Boyes Hot Springs. Two different days of the week and time periods were chosen to maximize the potential audience attendance. The agenda for the two public workshops along with the comment forms and presentation materials depicting the alternative alignments are presented in Appendix C. To ensure widespread community participation, the agenda and comment form were provided in both English and Spanish and an English-Spanish translator was present.

The format of the two workshops was the same: there was an initial presentation by the consultant (and staff) on the purpose of the study and the findings to date. This was followed by

public comment. The public was specifically asked to comment on (1) the alignment options and their advantages and drawbacks and (2) the criteria to be used in selecting a preferred alignment. A summary of the meetings and the public comments received as well as letters received from the public subsequent to the workshops are presented in Appendix D. About ten members of the public attended the first public workshop and about 75 attended the second. The second meeting received better coverage in the local press including the publication of the map depicting the alternative alignments. (See Appendix B.)

The most frequent public comments related to the following issues:

- The bikeway/pathway is needed and desired by many area residents
- Residents will use the bikeway/pathway primarily for transportation, although out-of-town residents may use the bikeway/pathway as an extension of the existing City of Sonoma pathway for recreation
- Spur routes may be needed to certain destinations, maybe a series of routes is needed, not just one route
- A creekside pathway is not supported by many affected property owners

The preliminary preferred alignment was presented to the community at a third public meeting on August 9, 2001, the regularly scheduled meeting of the Sonoma County Bicycle and Pedestrian Advisory Committee. This meeting was convened in the City of Sonoma to make it easier for locals to attend. Additional press coverage was published on August 13, 2001. The preliminary preferred alignment is presented in Figure 2.

EVALUATION CRITERIA

The bikeway would provide numerous benefits but would also have some unavoidable impacts. The various options for the bikeway alignment will have different benefits. For example, improving access to elementary schools may not always improve access to Highway 12. The same is true for impacts. Reducing one impact may increase the negative impacts of another. To assist the County and the consultant in selecting a preferred alignment, sixteen issues were presented to the public at the workshops. Each person present was allowed to “dot-vote”. The method of dot-voting gives each person in attendance three dots and each person is allowed to select the three most important factors that, in their opinion, the bikeway should address. This exercise was also conducted at the Sonoma County Bicycle and Pedestrian Advisory Committee meeting. The results of the dot voting are presented in Appendix E.

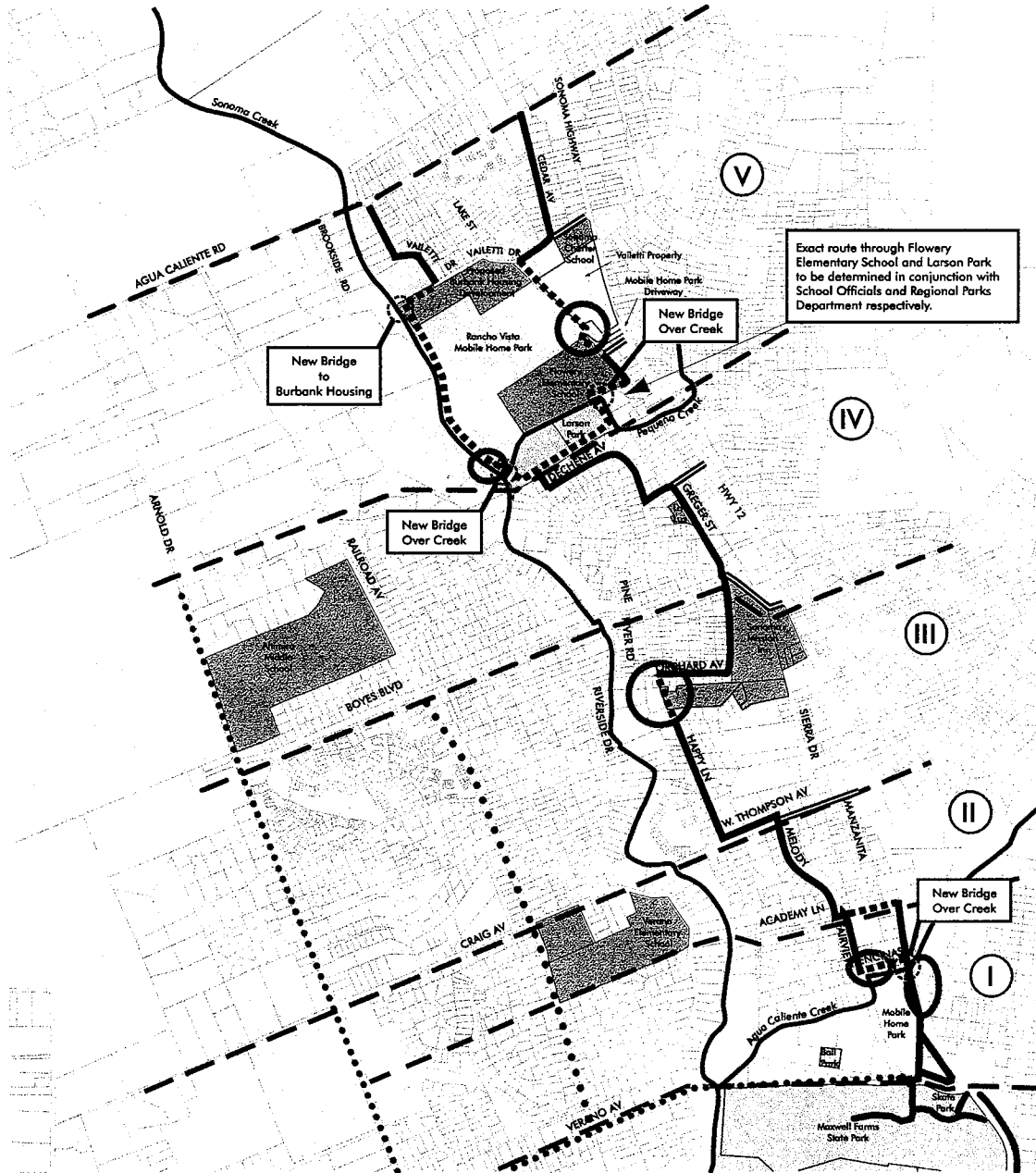
The two issues that scored first or second at all three meetings were:

- Bicycle /pedestrian safety
- Providing access to elementary schools

The issues that scored in the next three places at all three meetings were also the same although the exact order of the 3rd, 4th and 5th place finisher varied at all three meetings:

- Connections to/from existing/ planned regional bicycle/pedestrian routes
- Bicycle and pedestrian circulation

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- Study Area Segments
- Preferred Pathway Route in Public Streets Right of Way
- Preferred Pathway Route on Public or Private Property
- Future Class II Bicycle Lanes
- Existing Class II Bicycle Lanes
- Existing Bicycle Path
- == Spur to Connect to Highway 12
- ROW Constraints

- Access to local parks

The alternative alignments for the bikeway were then rated based on these five evaluation criteria. Each of the five segments were evaluated independently since it is possible to mix and match the bikeway options. The bikeway segment alternatives were also assessed for how well each segment aligned with the next segment. The safety of the bikeway crossings at major streets such as Verano Avenue, W. Thompson, and Boyes Boulevard was also considered.

The criteria that were applied to each alignment is presented in Table 4. Each alignment option was rated relative to the other options in order to assess which option best met that criterion. The option best meeting a criterion was rated as a “+”, those that were neutral or were less than the best were rated as an “0”, and those options that did not meet the criteria were rated as a “-”. The philosophy behind each criterion is described below:

Bicycle/pedestrian safety - A segment was considered to improve bicycle and pedestrian safety if it removed pedestrian/bicycle traffic from Highway 12, was not another busy street, provided plenty of sight distance between motorists and bikeway users along the street, and/or crossed major streets at a safe crossing point.

Providing access to elementary schools - A segment was considered to provide access to an elementary school if it was immediately adjacent to the school site or aligned directly with a segment that is adjacent to a school site.

Connections to/from existing/planned regional bicycle/pedestrian routes - A segment was considered to connect to existing or planned regional bicycle or pedestrian routes if it aligned with the Class I pathway that goes to downtown Sonoma and to the Class II bike lanes on Arnold Drive to Glen Ellen.

Bicycle and pedestrian circulation - A segment was considered to improve bicycle and pedestrian circulation if it closes a gap to reduce circuitous travel, or is a direct connection rather than a circuitous connection and/or if it was close to a major destination such as school, retail shops, etc.

Providing access to local parks - A segment was considered to provide access to a local park if it was immediately adjacent to Larson Park or aligned directly with Maxwell Farms Park.

Adverse impacts of the bikeway will need to be addressed, if not now, then at later stages, so these were also taken into account. These included right-of-way acquisition, environmental impacts and construction cost. The matrix presenting the ratings of each option by segment is presented in Appendix F.

Table 4
Criteria used to Rate Alignment Options
Criteria
Maximize These Benefits
1. Bicycle and pedestrian /traffic safety
2. Access to elementary schools
3. Connections to/from existing/ planned regional bicycle/pedestrian routes
4. Access to local parks
5. Bicycle and pedestrian circulation
Minimize these Impacts
1. Required right-of-way acquisition and/or easements
2. Neighborhood impacts (including parking)
3. Environmental impacts
4. Relative engineering and construction costs

SELECTION OF THE PREFERRED ALIGNMENT

Based on the evaluation criteria described above, a preferred alignment was determined. The preferred alignment is illustrated in Figure 3. Table 5 describes the preferred alignment segment by segment in terms of the type of parcel it would use, e.g. a public or private street or public or private property, and the type of bikeway that the route would be. In general, if the bikeway alignment uses a public or private street, the bikeway would be a Class 3 Bike Route. If the alignment uses public or private property, the bikeway would be a separate multiuse pathway.

It should be noted that one or more of the indicated segments may not be possible due to unforeseen circumstances, therefore one of the previous options may need to be resurrected.

Description of Preferred Alignment

Segment 1 Beginning at Verano Avenue: In this segment, the preferred alignment begins on Main Street. To facilitate connections between Main Street and Highway 12, the bikeway would also be located parallel to Verano Ave on the north side in between Highway 12 and Main Street.

North of the intersection of the Main Street/Highway 12 junction, the bikeway would continue on the west side of Highway 12 for 400 feet. A pedestrian/bike bridge is needed to cross Agua Caliente Creek. The route would then use Encinas Lane to access Fairview Lane via the existing vacant lot fronting on Fairview Lane.

Issues to be resolved:

1) There is an existing pedestrian crossing of Verano Avenue to enter Maxwell Farms Park at an uncontrolled location. Consideration should be given to consolidating the bikeway crossing with this crossing and improving the visibility of the crossing treatment, such as in-roadway lights, or

Table 5
PREFERRED ALIGNMENT OF THE CENTRAL SONOMA VALLEY BIKEWAY

Segment I Verano Ave to Academy Lane					
Location	From	To	Land Use	Bikeway Type	Typical Section
Verano Road	Crosswalk	Highway 12	Public ROW next to public street	Multi-use Path	See Typical Section D
Main St	Verano Rd	Hwy 12	Public street	Bike Route-Shared Roadway	See Typical Section A
Hwy 12	Main St	Encinas Lane	state highway	Multi-use Path	See Typical Section D
Encinas Ln	Hwy 12	Private Lot	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Private Lot	End of Encinas Lane	Private Lot on Fairview Lane	Private Lot	Multi-use Path	See Typical Section E
Private Lot on Fairview Ln	Encinas lot	Fairview Lane	Private Lot	Multi-use Path	See Typical Section E
Fairview Ln	Private Lot on Fairview Lane	Academy Lane	Private road	Bike Route-Shared Roadway	See Typical Section B or C
Academy Ln	Fairview Lane	Melody Lane	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Segment II Academy Lane to W. Thompson Ave/Craig Ave					
Location	From	To	Land Use	Bikeway Type	Typical Section
Melody Ln	Academy Lane	W. Thompson Ave	Public street	Bike Route-Shared Roadway	See Typical Section B or C
W. Thompson Ave	Melody Lane	Happy Lane	Public ROW next to public street	Multi-use Path	See Typical Section D
Segment III W. Thompson Ave/Craig Ave to Boyes Blvd					
Location	From	To	Land Use	Bikeway Type	Typical Section
Happy Lane	W.Thompson Ave	Private street	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Happy Lane-Private street	Happy Ln -north end	Private lot fronting Happy Lane	Private Lot	Bike Route-Shared Roadway	See Typical Section B or C
Variation 1 --Private driveway(s)	Private lot fronting Happy Lane	Private Lot fronting Orchard Ave.	Private Lot	Bike Route-Shared Roadway	See Typical Section B or C
Variation 1a - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E
Variation 1b - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E
Variation 2 - Orchard from Happy Ln	Happy Lane -north end	lot fronting Orchard	Private Lot	Multi-use Path	See Typical Section E
Variation 2- Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E
Orchard Ave	Private lot fronting Orchard Ave	Greger Street	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Greger Street	Orchard Ave	Boyes Blvd	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Segment IV Boyes Blvd to Larson Park					
Location	From	To	Land Use	Bikeway Type	Typical Section
Greger Street	Boyes Blvd	Lichtenberg Ave	Public street	Bike Route-Shared Roadway	See Typical Section A
Lichtenberg Ave	Greger Street	Dechene Ave	Public street	Bike Route-Shared Roadway	See Typical Section A
Dechene Ave	Lichtenberg Ave	Larson Park Entrance	Public street	Bike Route-Shared Roadway	See Typical Section A

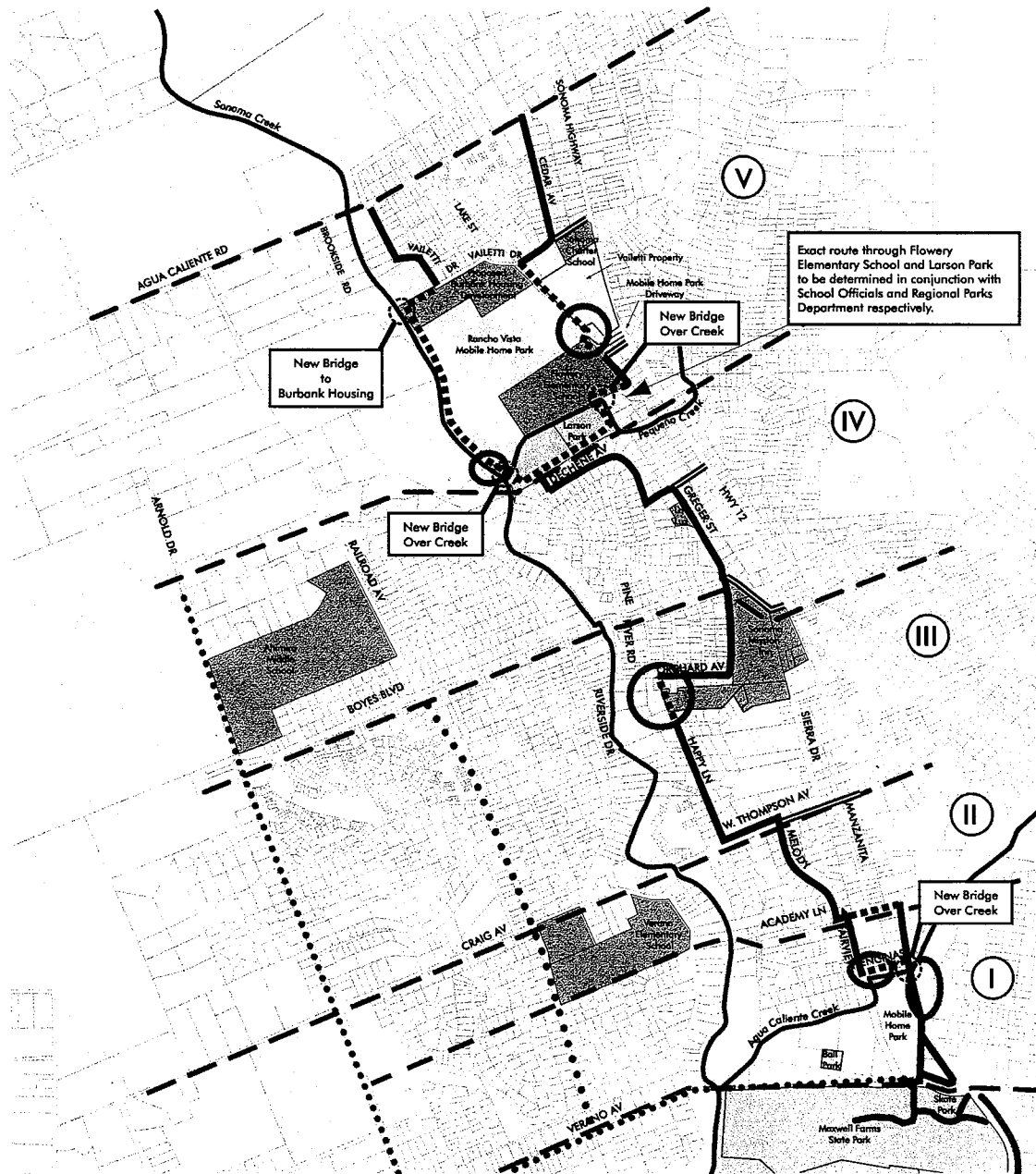
Table 5
PREFERRED ALIGNMENT OF THE CENTRAL SONOMA VALLEY BIKEWAY

Segment	IV Boyes Blvd to Larson Park				
Location	From	To	Land Use	Bikeway Type	Typical Section
Larson Park	Larson Park Entrance	North edge of Larson Park	Larson Park property	Multi-use Path	See Typical Section E
Creek Crossing-new or renovated bridge	south side of creek/Larson Park	Flowery School	creek	Bridge	

Table 6
BIKEWAY OPTIONS NORTH OF LARSON PARK

Segment V	Larson Park to Aqua Caliente Rd				
Location	From	To	Land Use	Bikeway Type	Typical Section
Option A-Flowery School Easement	Creek Crossing	Rainaldi or Fabricius Property	Flowery School property	Multi-use Path	See Typical Section E
Option A-Private Property-Rainaldi	Flowery School Easement	Fabricius Property	Private lot	Multi-use Path	See Typical Section E
Option A-Private Property-Fabricius	Rainaldi Property	Vailetti Property	Private lot	Multi-use Path	See Typical Section E
Option A-Vailetti Property	Fabricius Property	small Vailetti parcel	Private lot	Multi-use Path	See Typical Section E
Option A-Rancho Vista Mobile home property	Flowery School	Fabricius Property	private property-former railroad easement	Multi-use Path	See Typical Section E
Option A-Private parcels-several options	Flowery school	Vailetti Property	Bike Route-Shared Roadway	Multi-use Path	See Typical Section E
Option A-Vailetti Property fronting Vailetti Rd	parcel(s) to south	Vailetti Dr	Private property-former railroad easement	Multi-use Path	See Typical Section E
Option A-Vailetti Drive	Vailetti Property	Cedar Ave	public street	Bike Route-Shared Roadway	See Typical Section B or C
Option A and B2-Cedar Ave	Vailetti Dr	Agua Caliente Rd	public street	Bike Route-Shared Roadway	See Typical Section B or C
Option B-Creekside Trail thru Rancho Vista Mobile Home Park	Larson Park	Burbank Housing development	mobile home park setback	Multi-use Path	See Typical Section F
Option B-Creekside Trail thru Burbank Housing Development	southwest edge	northwest edge	Private property	Multi-use Path	See Typical Section F
Option B-Proposed Burbank Housing Easement north edge	northwest edge	Vailetti Dr	Private property	Multi-use Path	See Typical Section E
Option B1-Vailetti Dr	Burbank Housing Easement	500 feet south of Agua Caliente Rd	Public street	Bike Route-Shared Roadway	See Typical Section B or C
Option B1-Vailetti Dr	500 feet south of Agua Caliente Rd	Agua Caliente Rd	Private road	Bike Route-Shared Roadway	See Typical Section B or C
Option B2-Vailetti Dr	Burbank Housing Easement	Cedar Avenue	Public street	Bike Route-Shared Roadway	See Typical Section B or C

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Exact route through Flowery Elementary School and Larson Park to be determined in conjunction with School Officials and Regional Parks Department respectively.

New Bridge to Burbank Housing

New Bridge Over Creek

New Bridge Over Creek

- Study Area Segments
- Preferred Pathway Route in Public Streets Right of Way
- Preferred Pathway Route on Public or Private Property
- Future Class II Bicycle Lanes
- Existing Class II Bicycle Lanes
- Existing Bicycle Path
- == Spur to Connect to Highway 12
- ROW Constraints

Figure 2

add a traffic control device such as a traffic signal to improve the safety of the pedestrian crossing into Maxwell Farms Park.

2) The Encinas Lane option requires the use of a cul-de-sac, possible elimination of one parking space, access through the existing fence and an easement through the vacant lot on the west side of the fence.

3) A pedestrian/bike bridge over Agua Caliente Creek would require coordination with the adjacent landowner, a mobile home park.

Segment 2 North from Academy Lane: From the intersection of Fairview Lane and Academy Lane, the bikeway would be located on the north side of Academy Lane to Melody Lane. The bikeway alignment would then use Melody Lane all the way to W. Thompson Avenue.

Issue to be resolved:

1) Crossing West Thompson Avenue Street at Melody Lane and/or Happy Lane.

Segment 3 North from West Thompson: This section would use the north side of West Thompson until Happy Lane. Since Happy Lane does not connect to Orchard Avenue, this alignment results in the use of two private parcels although exactly which two parcels remains to be determined. The two options both would involve one parcel with a structure and one vacant parcel. North of Orchard Avenue, Greger Street is preferred to River Road because it is closer to the activity centers, the sight distance is better along the curves and there is an existing four-way STOP sign at the intersection of Greger and Boyes Boulevard.

Issue to be resolved:

1) This option is dependent on the use of two private parcels to connect Happy Lane to Orchard Avenue.

Segment 4 North from Boyes Boulevard The preferred alignment in this segment is Greger Street to Liechtenstein to Dechene Avenue, which connects to Larson Park. This entire segment utilizes public streets until Larson Park. From Larson Park, a controlled access for students to use to Flowery School should be provided. This would enable students who live south of Flowery School to avoid using Highway 12. The exact location and design of the access point and hours that the controlled access point would open would be determined in conjunction with school officials. A bridge over Pequeno Creek would be needed at the access point.

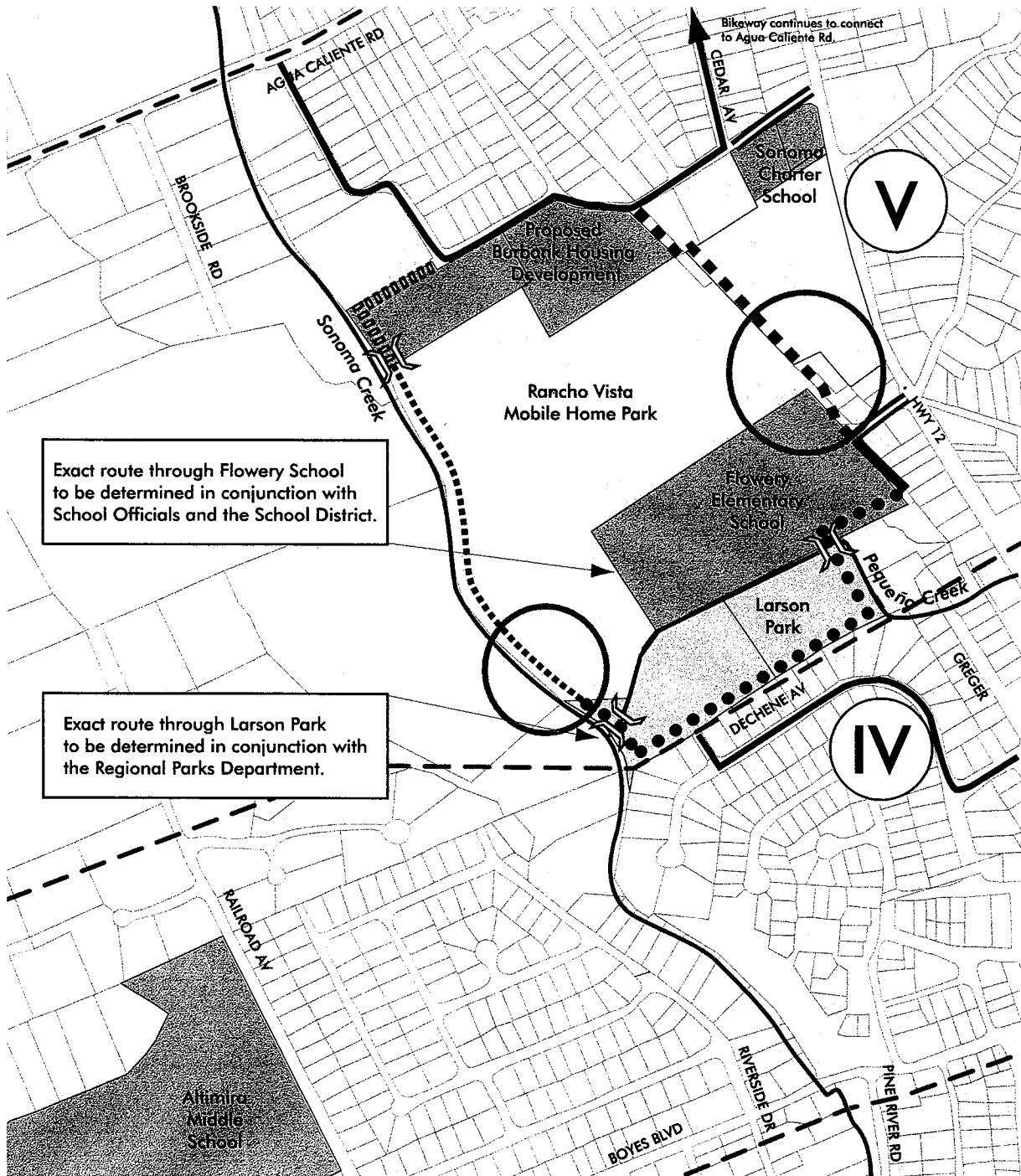
Issues to be resolved:

- 1) Exact alignment through and easement rights to Larson Park.
- 2) Design of the controlled access to Flowery School.

Alignment of Segment V North of Larson Park

As stated on Page 1-1, Segment V is not included in the 1997 Sonoma County Bikeways Plan, but it is a crucial link in terms of access for pedestrians and bicyclists especially to Flowery School, the Sonoma Charter School and businesses on this section of Highway 12. Therefore this study evaluated numerous options to connect Larson Park to Agua Caliente Road as

CENTRAL SONOMA VALLEY BIKEWAY PLAN



- Existing Unpaved Path/Road on Private Property - Improved to Typical Section "F"
- Potential Trail on Public Property
- Potential Trail on Redeveloped Property
- On-street Bikeway
- Potential Trail on Private Property
- ROW Constraints
- Spur to Connect to Hwy 12
- Proposed Bridge over Creek/Rivulet

described in Chapter 2. Two alignments were judged to meet the needs and purposes of the Central Sonoma Valley Bikeway in terms of providing needed access and utility to the community. Both also have right-of-way issues. Therefore both alignments are recommended for further study. Eventually one or both of these segments will need to be amended into The Sonoma County Bikeway Plan. These alignments are illustrated in Figure 4 and described segment by segment in Table 6.

Both alignments would cross through Larson Park. It is premature at this time to determine the precise alignment through the park; this should be determined in conjunction with the Parks Department after the alignment of the connecting segment(s) to the north has been decided.

The first alternative would at a minimum provide direct access to Highway 12 utilizing the road/lot on the east edge of the school and the school driveway. It is premature at this time to determine the precise alignment around the school site. The bikeway/pathway alignment would be physically separated from the school property so that there would be only controlled access between the pathway and the school site. The alignment should be determined in conjunction with the school district, school officials and the Parks Department after the alignments of the connecting segments have been approved. However, all agencies should be informed of the intent of the bikeway/pathway so that master planning for these sites does not preclude a bikeway/pathway connection.

Ideally, the first alignment would continue north from Flowery School all the way to Agua Caliente Road. To do so it would traverse three private parcels, including the driveway access to the Rancho Vista Mobile Home Park and the Vailetti property. Since the Vailetti property is undeveloped, the pathway alignment is flexible. At this point, it appears most feasible to follow the abandoned rail right-of-way which is along the western edge of the Vailetti property. This would restore the former railroad corridor to a transportation function. This alignment would continue adjacent to the east edge of the Burbank Housing project property to connect to Vailetti Road in between Lake Street and Cedar Avenue. North from Vailetti Road the preferred alignment is Cedar Avenue.

The second alignment is to access the creek corridor in Larson Park and continue to the north using the unimproved dirt pathway through the Rancho Vista Mobile Home Park. The pathway would continue to the north through the western edge of the Burbank Housing development where a 50 foot setback from the creek is planned. At this point it would join with the Vailetti Drive and continue north to Agua Caliente Road and east to the Charter School. This alignment would be more scenic and also more direct for those bikeway users who wish to continue north on Arnold Drive. No structures or single-family residences would be affected in implementing a pathway adjacent to the creek in Segment V.

Issues to be resolved:

- 1) Exact alignment around and/or easement rights to Flowery School.
- 2) Acquire property north of Flowery School to connect to Vailetti property and acquire property from or and easement through the Vailetti property south of the Burbank Housing Development.

- 3) Easement rights across the Rancho Vista Mobile Home Park driveway and the Burbank Housing Project site.
- 4) Easements through the Rancho Vista Mobile Home Park and Burbank Housing Project along the creek.

Long term vs. Short term Alignment

In some cases, it may be a good idea to identify a short-term option and a long-term option. The short-term alignment would be the one that has relatively few implementation issues and could be constructed with few permits or other delays, but may be circuitous or otherwise less beneficial. The long-term alignment better meets the goals of the project but will involve coordination with other agencies that will delay its implementation for several years.

Future Opportunities

One of the recurring comments at the public workshop was that one alignment would not meet all the needs of the community. Many activity centers need access, and one alignment cannot serve them all. It also became clear that some segments are feasible in the short term while others would not be, and that constructing the easy-to-implement segments, even if only for a few hundred feet and even if not on the “preferred alignment”, would provide benefit to the community. Such alignments can be considered “spurs” and may be identified in the future as the planning for the bikeway continues.

Chapter 3

CONCEPTUAL DESIGN AND TYPICAL CROSS SECTIONS

INTRODUCTION

This chapter describes the preferred alignment and presents typical conceptual designs for the bikeway segments. This chapter also presents preliminary cost estimates based on typical standard construction costs. Right-of-way costs were estimated based on assessed values. Finally future steps and issues to be resolved are described.

Types of Bikeways

The Central Sonoma Valley Bikeway will be composed of more than one bikeway type with several design options per bikeway type. Before describing the conceptual designs for the proposed bikeway, the terminology of bikeways needs to be defined. In the Caltrans Highway Design Manual, (HDM), Chapter 1000, three types of bicycle facilities are defined as follows. The HDM definition is presented in italics. The term *bikeway* encompasses all of these types.

1. Class I Bike Path.

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Class 1 facilities are colloquially referred to by several terms including trails, bike trails, paths, bike paths, and pathways. In recent years, bike paths have been prefixed by the terms *multiuse* or *shared-use* to emphasize the reality that nonmotorized users of all types can be expected. In the 1999 American Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities*, (AASHTO Guide) Class I facilities are called *Shared Use Paths*.

2. Class II Bike Lane.

Provides a striped lane for one-way bike travel on a street or highway.

The bike lane is for the exclusive use of bicycles with certain exceptions: for instance, right-turning vehicles must merge into the lane prior to turning, and pedestrians are allowed to use the bike lane when there is no adjacent sidewalk. Bike lanes are appropriate on streets when traffic volumes exceed a certain threshold, e.g., 4,000 vehicles per day. Below this traffic volume, there should be adequate gaps in oncoming traffic for motor vehicles to safely pass bicyclists, and a Class 3 Route is appropriate, see below.

3. Class III Route.

Provides for shared use with motor vehicle traffic.

In the AASHTO *Guide*, Class III is called a *Signed Shared Roadway* rather than a *Bike Route* to emphasize that there is no separate designated space for bicycles as there is with bike lanes or bike paths. Class III has traditionally been used to designate anything from low volume residential roads that have no need for bike lanes to arterials with heavy traffic volumes where widening to provide bike lanes would be infeasible. In this study, low volume residential streets are recommended to be designated Bike Routes. This is consistent with the definition that the road is shared by bicycles and motor vehicle traffic.

Design Options

In some sections the Central Sonoma Valley Bikeway will be a typical two-way multiuse pathway approximately 10 to 12 feet wide. Variations of the multiuse pathway design include a separate easement, next to a roadway and next to a creek. On other sections the bikeway will not be a separate pathway but rather will be a Bike Route on a roadway. On the segments where a residential street is the alignment for the bikeway, bicyclists would use the roadway as a typical bike route while pedestrians would be accommodated on existing sidewalks. Streets without sidewalks could remain as is or could have a sidewalk built on one side or a shoulder could be striped for pedestrians. Another option is to redesign the street with traffic calming devices and/or plant more street trees to slow traffic and to change the ambiance of the roadway to more of a park-like setting.

PREFERRED ALIGNMENT

The preferred alignment uses a combination of public streets, public property, private lots and private roads. Table 5 in Chapter 2 lists all the segments of the preferred alignment and indicates whether the segment is on a public or private street, a private lot or on public property (e.g. Larson Park). Table 7 lists the public and private streets that are needed for the preferred alignment, and lists the paved width, the presence of sidewalks or shoulders and whether onstreet parking is permitted. Table 8 lists the same information as Table 7 but for the bikeway segments north of Larson Park.

Variations with the Preferred Alignment

Even though the preferred alignment has been identified, the precise location within a parcel or even the exact parcel to be used cannot be determined at this time. In several segments, more than one parcel could provide the continuity needed in the bikeway alignment. The precise parcel and location within the parcel will depend on engineering and environmental studies and negotiations with affected property owners. At this time it is not possible to ascertain which of the variants is more feasible therefore both are listed as a potential preferred alignment. Future studies and discussions with area residents will be necessary to determine the precise alignment. It is also acknowledged that it may be determined after future study that one or more segments is not feasible for some unforeseen reason. In this case, an earlier alignment option may become the new preferred alignment.

Current Projects That Relate to the Preferred Alignment

- Caltrans is planning to construct improvements to Highway 12. One of the planned improvements is a pedestrian/bicycle bridge over Agua Caliente Creek. This bridge is

planned to be on the east side of Highway 12, thus will not be able to serve as the alignment for the Central Sonoma Valley Bikeway which will be on the west side of Highway 12. The existing roadway bridge will be modified such that pedestrian traffic on

Table 7
FEATURES OF PUBLIC/PRIVATE STREETS ON PREFERRED ALIGNMENT

Segment I Verano Ave to Academy Lane								
Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Roadway Type
Main St	Verano Rd	Hwy 12	34	2	none	4.5 (E only)	yes	Public street
Encinas Ln	Hwy 12	Private Lot	20	2	none	yes	no	Public street
Fairview Ln	Private Lot on Fairview Lane	Academy Lane	15	2	DCS; SS	none	yes (SS)	Private road
Academy Ln	Fairview Lane	Melody Lane	20	2	DCS' SS	none	yes (SS)	Public street
Segment II Academy Lane to W. Thompson Ave/Craig Ave								
Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Roadway Type
Melody Ln	Academy Lane	W. Thompson Ave	36	2	none	5.5 E/4.5 W	yes	Public street
Segment III W. Thompson Ave/Craig Ave to Boyes Blvd								
Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Roadway Type
Happy Lane	W.Thompson Ave	Private street	23-36	2	none	5.5 E (limited)/4.5 W	yes	Public street
Orchard Ave	Private lot fronting Orchard Ave	Greger Street	20	2	DCS; SS	none	yes	Public street
Greger Street	Orchard Ave	Boyes Blvd	20	2	none	none	yes	Public street
Segment IV Boyes Blvd to Larson Park								
Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Roadway Type
Greger Street	Boyes Blvd	Lichtenberg Ave	20-30	2	DCS; SS	none	yes (SS)	Public street
Lichtenberg Ave	Greger Street	Déchene Ave	44	2	DCS N/none S	none	yes (SS north)	Public street
Dechene Ave	Lichtenberg Ave	Larson Park Entrance	33	2	none	4.5	yes	Public street

Table 8
FEATURES OF POTENTIAL BIKEWAY OPTIONS
ON PUBLIC/PRIVATE STREETS NORTH OF LARSON

Segment V Larson Park to Aqua Caliente Rd

Road or Easement	From	To	Paved	# Lanes	Shoulder	Sidewalk	Pkg	Roadway Type
Option A-Vailetti Drive	Vailetti Property	Cedar Ave	16-28	2	DCS; SS	4.5 (W of Casab)	yes (SS)	Public street
Option A and B2-Cedar Ave	Vailetti Dr	Agua Caliente Rd	20	2	DCS; SS	none	yes (SS)	Public street
Option B1-Vailetti	Burbank Housing Easement	500 feet south of Agua Caliente Rd	20+	2	DCS; SS	none	yes (SS)	Public street
Option B1-Vailetti	500 feet south of Agua Caliente Rd	Agua Caliente Rd	20+	2	DCS; SS	none	yes (SS)	Private road
Option B2-Vailetti	Burbank Housing Easement	Cedar Avenue	20+	2	DCS; SS	none	yes (SS)	Public street

the west side of the existing bridge is on a sidewalk. Bicycles would continue to use the roadway travel lanes, since there is no room for bike lanes without widening this bridge.

- The Burbank Housing Development Corporation plans for The Springs Housing include a 50 foot setback next to the creek. The east portion of site is being sold to a new owner who will develop it into a pool center.

CONCEPTUAL DESIGN

The Central Sonoma Valley Bikeway is made up of both segments that are separate paths for nonmotorized users only and segments of existing roadways both public and private. Many agencies in Sonoma County, in the Bay Area and across the country have strived to retrofit pathways into built-up areas only to find that there were too many constraints to maintaining a separate easement for nonmotorized use only. These “pathways” were built with onstreet components that connected the offstreet portions of the bikeway. Local examples include the West County Trail Class I and II Bikeway, and the Bay Trail Bikeway surrounding San Francisco Bay. These bikeways use signs to connect the pathway segments and provide as-needed improvements on the roadway. The roadway is either designated a Class 3 Bike Route or, if a major roadway, Class 2 Bike Lanes are provided on the roadway. Sidewalks are typically provided also, since most bikeways/pathways are intended for both types of users.

The design of the Central Sonoma Valley Bikeway will vary from segment to segment depending on a number of variables. The most significant variable is whether the bikeway will be a separated multiuse path or whether it will utilize an existing roadway. For the sections that will be a multiuse path (i.e. Class 1 Bike Path), the design will depend on the available ROW which in turn is dependent on locations of existing and planned buildings and other obstacles. The goal will be to minimize the amount of right-of-way required. A minimum of 14 feet in width is needed to provide a ten-foot asphalt pathway with two-foot graded shoulders on both sides. The shoulder width and material type, landscaping and other design details such as signing will also vary depending on whether the pathway is adjacent to a roadway, to Sonoma Creek or neither.

Table 5 and Figure 3 in Chapter 2 reference the typical section that is recommended for each bikeway segment. The typical sections are illustrated in figures at the end of this chapter. These figures include the widths of pavement, shoulders and sidewalks, paving materials, and striping.

Typical sections for a multiuse path are illustrated for three situations:

- Next to a roadway such as Thompson Avenue and Verano Avenue
- Next to Sonoma Creek
- On a separate easement such as Happy Lane to Orchard Avenue

For the sections of the bikeway that utilize an onstreet alignment, the design will depend on several factors including whether it is a public or private street, the desire of the local residents to retain onstreet parking, the existing paved width of the street, the public right-of-way width, presence of existing sidewalks and ability to widen for sidewalks on one or both sides. Most importantly, the design of the onstreet portions of the bikeway will be influenced by input from

the adjacent property owners. This would be solicited for both public and private streets. Given these numerous variables, three typical cross-sections were developed for the onroad part of the bikeway:

- Roadway with sidewalks and Bike Route designation
- Roadway with soft shoulders and Bike Route designation
- Roadway with traffic calming and Bike Route designation

Figure 3 also indicates the potential location of other bikeway features such as:

- Needed bridges
- Access points

Other Design Features

Bikeway design includes several other components besides the physical bikeway and shoulder area. The two most important elements are:

- Signing so that bicyclist can continue along the bikeway and to access the nearby destinations
- Designation of spur routes to connect the Central Sonoma Valley Bikeway to Highway 12
- Traffic control devices where the route crosses a roadway

Other design features that will be addressed in the final design are listed below. While not all of these are appropriate to this project due to the fact that a majority of the length is onstreet bike routes rather than a separate pathway, during the design phase it may be appropriate to consider including some of the following at select locations.

- Amenities such as trash containers, drinking fountains/water supply, pooper-scooper stations, benches, restrooms
- Security measures (fences, lights, emergency or public telephones)
- Interpretive elements (signs, overlooks, historical markers)

COST ESTIMATES

Cost estimates for capital improvements were developed assuming the range of design options described above. Since the specific design of an individual segment will be determined in the next phase, these cost estimates were made as ballpark estimates to guide the future planning of the bikeway. These costs were prepared based on cost data compiled from recent actual construction costs in the Bay Area. These are the straight construction costs in Year 2001 dollars, and do not include any contingencies. Typically, 15 percent is added for contingencies, and another 10 to 15 percent is added for design and also for administration (D/A). We have assumed an additional 45 percent to cover these costs.



Multiuse Pathways

The cost to construct pathways can vary significantly. Numerous factors contribute to the cost of constructing a pathway, most significantly:

- right-of-way costs
- pavement widths (e.g. eight feet versus 12 feet)
- number culvert crossings
- drainage design
- environmental mitigation
- landscaping
- lighting
- amenities such as benches and water fountains

The pathway bed construction cost alone can be a minimum of \$200,000 per mile, depending on how well prepared the site is before construction. Minimal construction costs usually apply when an existing service road is being converted to a bikeway. Construction costs can be much higher, approaching \$500,000 per mile if significant grading and site preparation is needed as well as drainage features, landscaping and wider paved width. This study assumed three basic pathway cross sections as depicted in Sections D, E and F. Section D, next to a roadway is assumed to have the least available right-of way and thus the least pavement width and adjacent landscaping opportunities. We have assumed \$300,000 per mile for construction for Section D. Section E, a pathway in a separate easement, is assumed in general to be a little wider with more generous shoulder widths, landscaping and amenities so this assumed to be \$400,000 per mile for construction. Section F, a pathway next to a creek, is assumed to be as wide as Section E but may encounter more design challenges in order to avoid potential environmental impacts, so this is assumed to be \$500,000 per mile for construction.

Right-of-way

Right-of-way costs were estimated for privately owned parcels by obtaining their assessed value from the county assessor's office. If the entire parcel would be needed then the entire assessed value was recorded. If it was determined that only a piece of a parcel was needed, then the approximate portion was estimated and the assessed value was pro-rated. It is acknowledged that these estimated costs do not reflect inflation or reevaluation based on current market conditions. This is only intended to give a ballpark estimate of the number and approximate value of the parcels needed to close critical gaps in the bikeway.

Bike Routes

The cost to implement bike routes in general is very little; in most cases it involves signing the road in both directions with bike routes signs and also with directional signing as needed. This would cost about \$5,000 per mile even with custom made signs. However since this project also would accommodate pedestrians, the cost of implementing the bikeway on a public or private road could also include the construction of a continuous sidewalk on one side of the street or the paving of the soft shoulders. The exact improvements would be determined during the design

phase in collaboration with the needs and desires of the residents of that street. For the purposes of conceptual costs estimates for the Central Sonoma Valley Bikeway, we have assumed \$5,000 per mile for streets that would simply be designated as Bike Routes, \$300,000 per mile for streets that would need some sidewalk construction, \$200,000 per mile for streets that would pave the soft shoulders, and \$500,000 per mile for streets that would opt for a complete redesign with new pavement treatment, streets trees and traffic calming devices such as bulbouts.

Total Bikeway

The cost of the Central Sonoma Valley Bikeway is summarized in the table below. Two estimates are given. The first is with minimal pedestrian improvements. This estimate assumes that most roadways would have no improvements other than bike route designation. However, some segments were assumed to be improved with sidewalks or paved shoulders. This scenario would total about \$0.7 million for construction - \$400,000 for the two bridges over creeks, \$230,000 for pathway construction, and \$100,000 for bike routes. An additional \$0.6 million for right-of-way acquisition would be needed. The total would be \$1.3 million and with the 45 % design/administration and contingencies the total would be \$1.9 million. A more detailed summary of this cost estimate is contained in Appendix G.

The second estimate was prepared to determine the “maximum” conceptual cost estimate assuming that all 1.5 miles of streets would have the maximum pedestrian improvements at \$500,00 per mile. The exact pedestrian improvements would be determined during the next phase, this is merely to serve as a place holder for planning purposes. In this case, \$1.4 million is needed for construction; this includes the \$400,000 for the two bridges over the creeks, \$230,000 for pathway construction, and \$750,000 for pedestrian improvements on bike routes. With the additional \$0.6 million for right-of-way acquisition, the cost would be \$2.0 million and with the 45% design/administration and contingencies the total cost would be \$2.9 million.

Summary of Conceptual Cost Estimates		
Issue	Cost- With some pedestrian improvements	Cost- With maximum pedestrian improvements
Multiuse Pathways	\$230,000	\$230,000
Right-of-way Acquisition	\$585,000	\$585,000
Bridges over creeks (two)	\$400,000	400,000
Bike routes	\$100,000	\$750,000
Total Construction plus ROW	\$1,315,000.00	\$1,965,000.00
45 % D/A/C	\$590,000	\$880,000
Total including D/A/C	\$1,900,000	\$2,850,000
D/A/C= Design /Administrative /Contingencies		

IMPLEMENTATION RECOMMENDATIONS

1. It should be kept in mind that the entire study area is only about two miles, so even assuming the most expensive option for trails and for bike routes, \$500,000 per mile, the total construction cost would be \$2,000,000 plus \$400,000 for bridges plus right-of-way. While it may not be possible to receive a grant for this entire amount from a single source, it is very possible to break the project into smaller projects of \$250,000 to \$500,000. This is the recommended strategy.
2. Several segments of the preferred alignment are on private roads. It may be that the county would need to take over maintenance of these roads in exchange for routing the bikeway on the private roads.

OTHER RECOMMENDATIONS

While this study focuses on an alternative route to Highway 12, it in no way implies that improvements to bike and pedestrian access on Highway 12 itself are not important. It is recommended that in addition to the recommended Central Sonoma Valley Bikeway, that the following be implemented simultaneously:

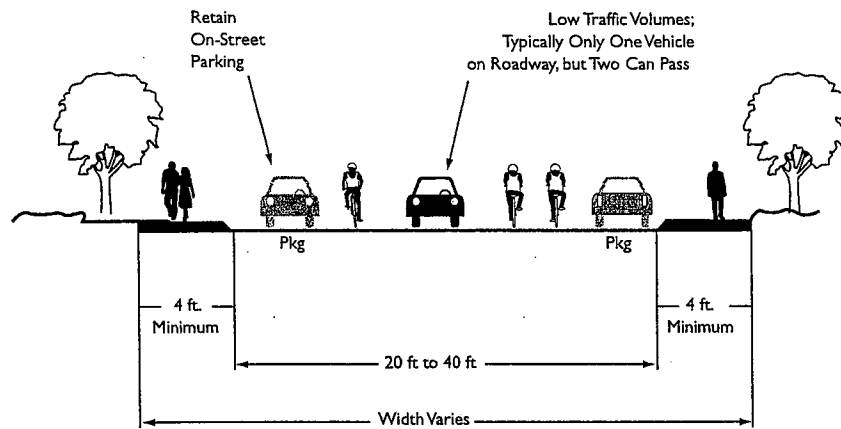
1. Continuous sidewalks on Highway 12
2. Spur routes from the Central Sonoma Valley Bikeway to Highway 12. At a minimum this would involve destination signs from the Bikeway to Highway 12 on:
 - Verano Avenue
 - Academy Lane
 - Thompson Avenue
 - Boyes Blvd
 - Flowery School driveway or vicinity

NEXT STEPS

This study was the first step in a multi-year process to implement the Central Sonoma Valley Bikeway. After the Sonoma County Board of Supervisors accepts the plan, the next steps will involve:

- 1) Applying and obtaining grant funding for design and environmental review
- 2) Preparation of environmental review documents
- 3) Public input on design options/alignments
- 4) Design of the on-road and off-road segments
- 5) Construction
- 6) Maintenance programs

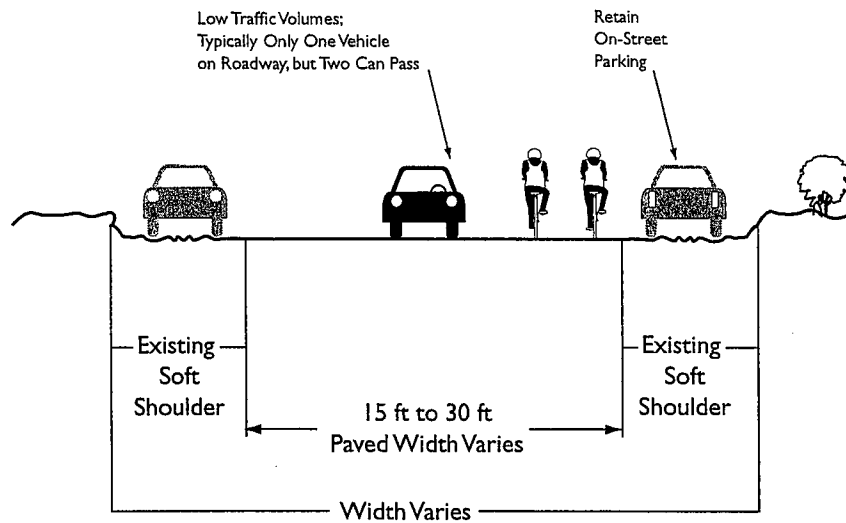
Typical Section A Bike Routes and Sidewalks - Minimal Improvements



1. Repave roadway as needed.
2. Construct continuous sidewalks as needed.
3. Install bike route signs as needed.
4. Install trail and way finding signs as needed.



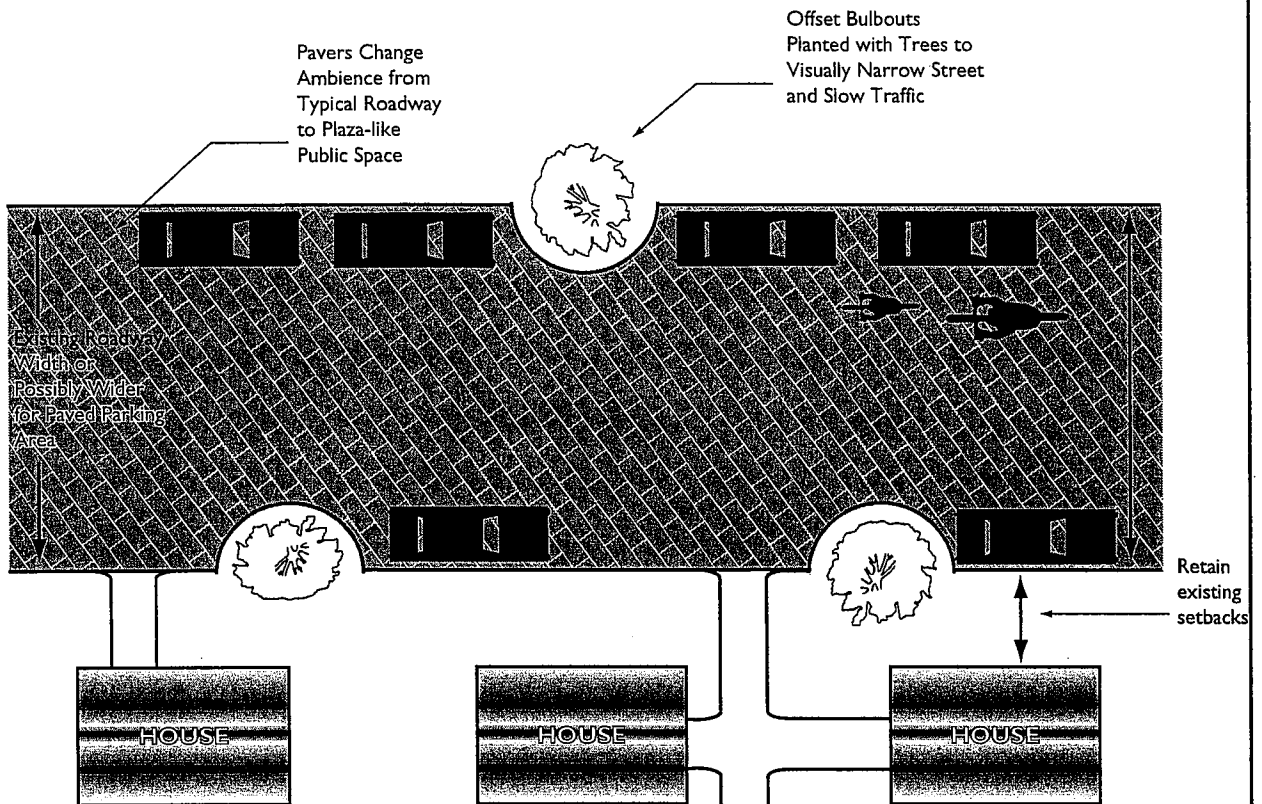
Typical Section B Bike Route and Shared Space - Minimal Improvements



1. Repave roadway as needed.
2. Install bike route signs as needed.
3. Install way finding signs as needed.
4. Trim shrubbery as needed.



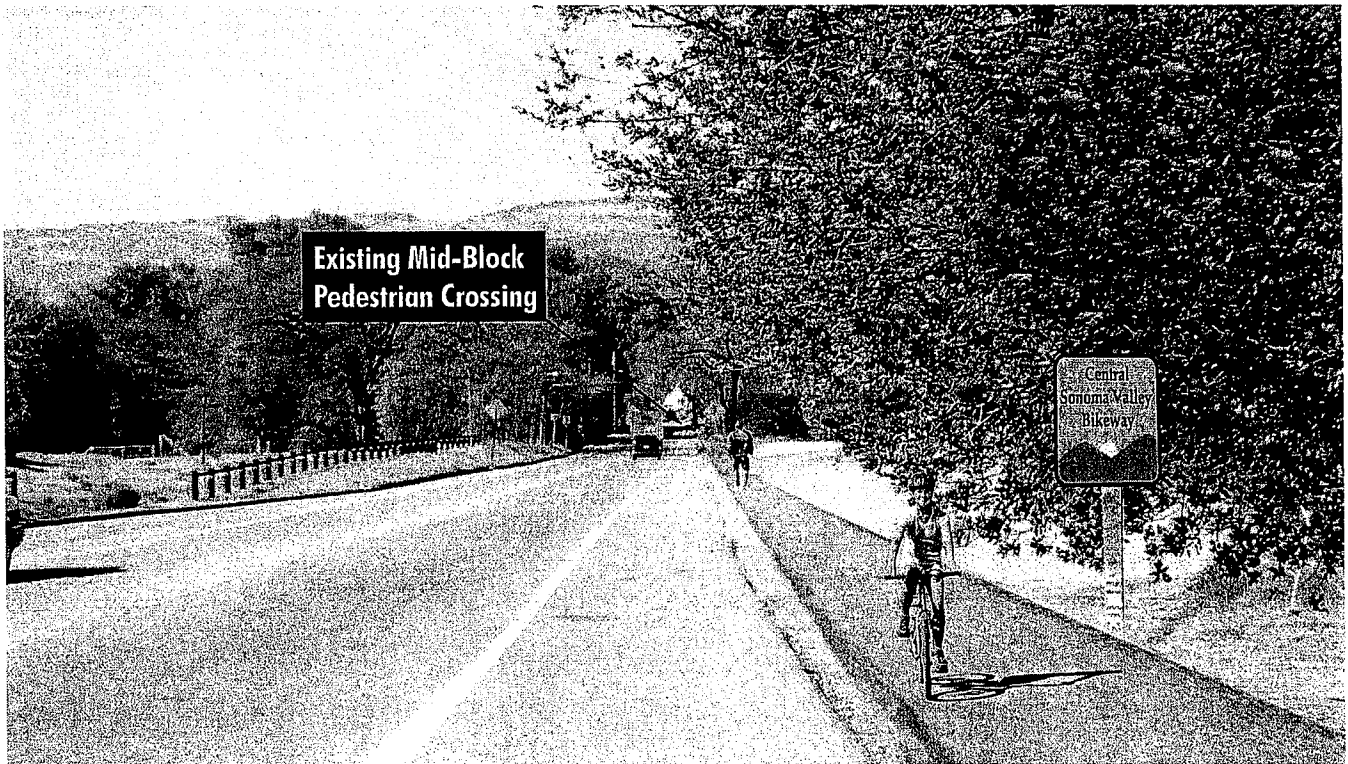
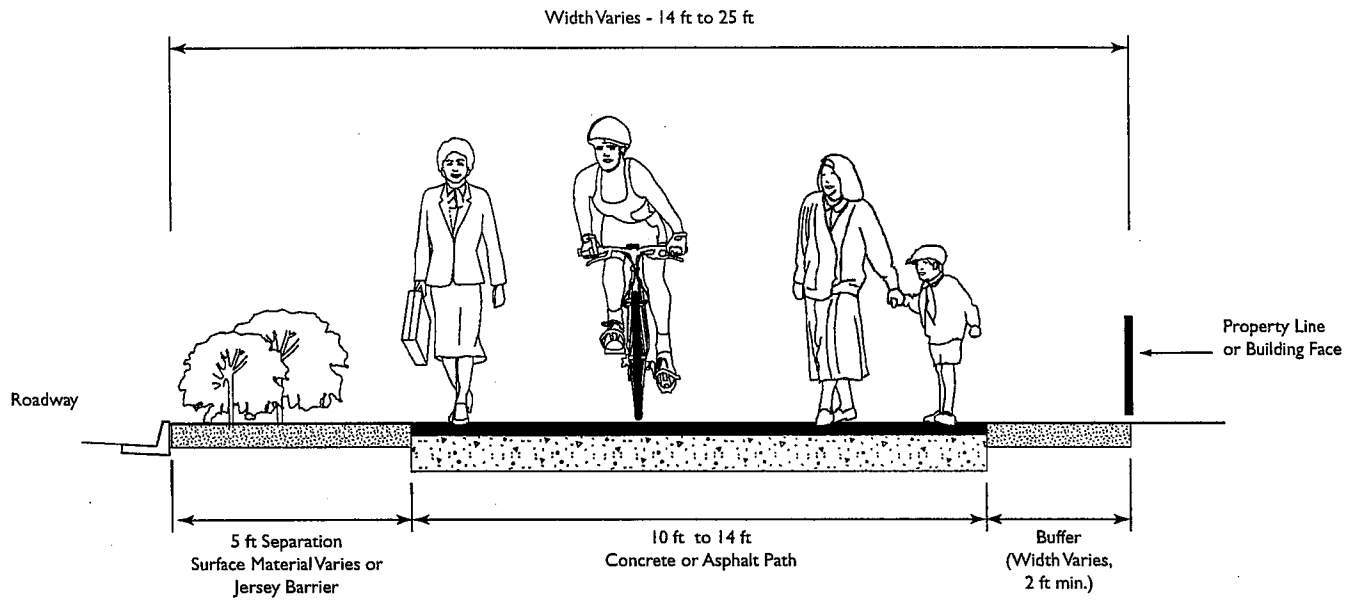
Typical Section C Bike Route on Public or Private Road - with Traffic Calming



1. Pavers material to be concrete or other surface that could not become uneven or be subject to differential settlement.
2. Install bike route signs as needed.
3. Install way finding signs as needed.
4. Trim shrubbery as needed.



Typical Section D Trail Adjacent to Roadway

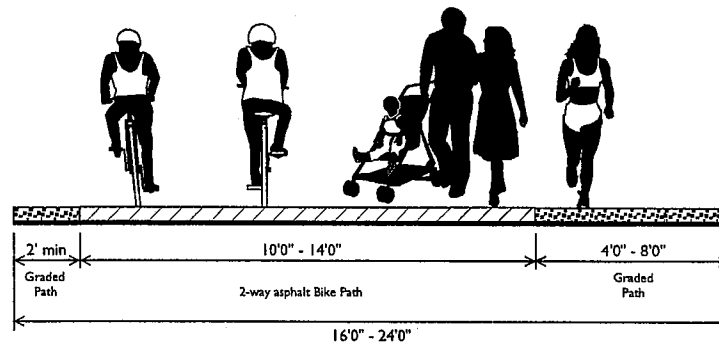


Wilbur Smith Associates

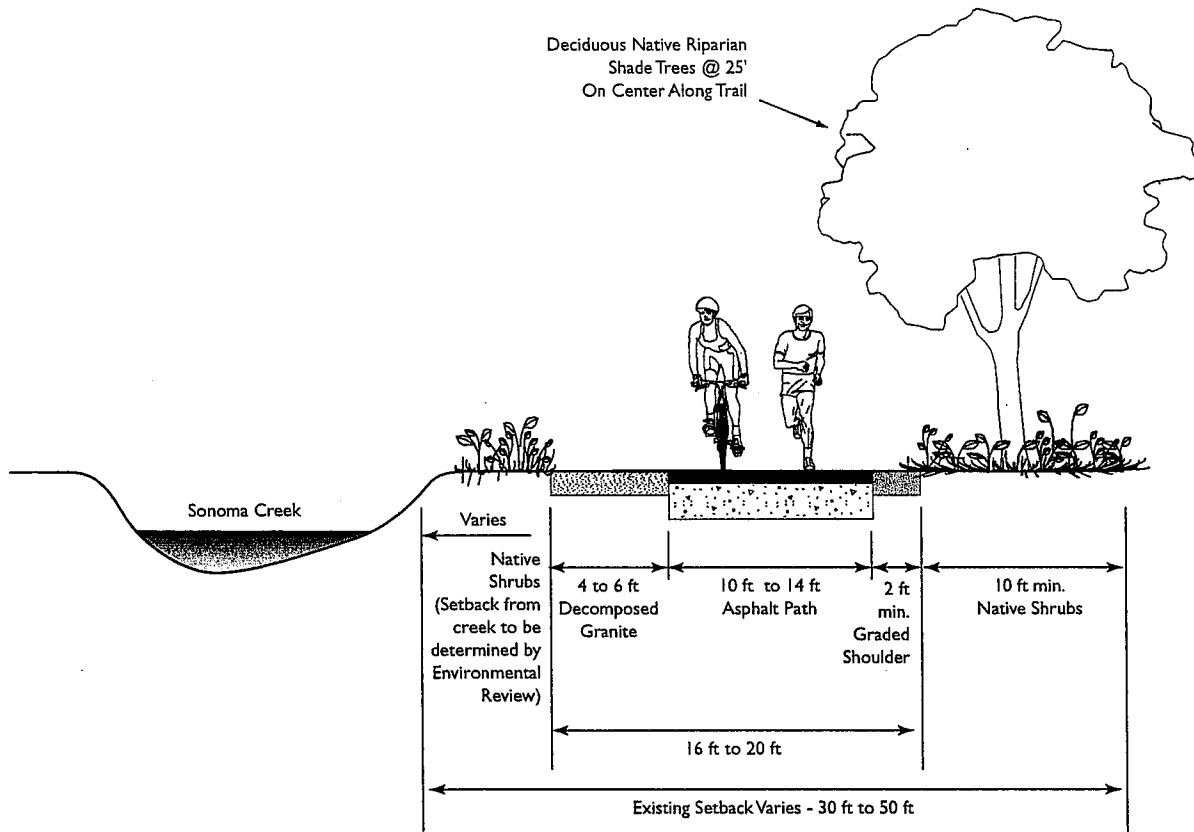
Central Sonoma Valley Bikeway Plan

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Typical Section E Trail on Separate Easement



Typical Section F Trail Adjacent to Creek



Appendix A-1
SUMMARY OF FIELD REVIEW

**Table A-1
SUMMARY OF FIELD REVIEW OF ALIGNMENT OPTIONS**

Segment II Academy Ln to W. Thompson Ave/Craig Ave							
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
D	1	Riverside Dr	Meadowood Ln	Craig	public street	El Verano Elem Sch/residential	high
Segment III W. Thompson Ave/Craig Ave to Boyes Bl							
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Sierra Dr	W.Thompson Ave	Hwy 12	public street	residential	high
A	1	Hwy 12	Sierra Dr	Boyes Blvd	state highway	Sonoma Mission Inn/commercial	med
B	1	Happy Lane	W.Thompson Ave	Private street	Public street	residential	med
B	1	Happy Lane-Private street	Happy Ln -north end	Private lot fronting Happy Lane	Private Lot		
B	1	Option 1 --Private driveway(s)	Private lot fronting Happy Lane	Private Lot fronting Orchard Ave.	Private Lot	residential	med
B	1	Option 1a - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot		
B	1	Option 1b - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	residential	med
B	2	Option 2 - Orchard from Happy Ln	Happy Lane -north end	lot fronting Orchard	Private property		
B	2	Option 2- Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot		
B	2	Orchard Ave	Private lot fronting Orchard Ave	Greger Street	Public street		
B	2	Greger Street	Orchard Ave	Boyes Blvd	Public street		
B	3	Orchard Ave	Private Lot	River Rd	public street	residential	high
B	3	River Rd	Orchard Ave	Boyes Blvd	public street	residential	high
C	1	Sonoma Creek Corridor	End of Segment II	Boyes Blvd	Private property	residential	high
D	1	Riverside Dr	Craig	Boyes Blvd	public street	residential	high
Segment IV Boyes Bl to Larson Park							
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Boyes Blvd	Hwy 12	Greger St	public street		low
A	1	Greger Street	Boyes Blvd	Lichtenberg Ave	Public street	La Luz Community Ctr/residential	high
A	1	Lichtenberg Ave	Greger Street	Dechene Ave	Public street	residential	med
A	1	Dechene Ave	Lichtenberg Ave	Larson Park Entrance	Public street	residential	med
A	2	Boyes Blvd	Greger St	Pine Ave	public street	residential/limited commercial	med

Table A-1
SUMMARY OF FIELD REVIEW OF ALIGNMENT OPTIONS

Segment I Verano Ave to Academy Ln							
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Verano Road	Crosswalk	Highway 12	Public ROW next to public street	park	med
A	1	Main St	Verano Rd	Hwy 12	Public street	commercial	low
A	1	Hwy 12	Main St	Encinas Lane	state highway	commercial	low
A	1	Encinas Ln	Hwy 12	Private Lot	Public street	residential	med
A	1	Private Lot	End of Encinas Lane	Private Lot on Fairview Lane	Private Lot	residential	med
A	1	Private Lot on Fairview Ln	Encinas lot	Fairview Lane	Private Lot	residential	med
A	1	Fairview Ln	Private Lot on Fairview Lane	Academy Lane	Private road	residential	med
A	1	Hwy 12	Verano Rd	Main St	state highway		
A	2	Private Lot (adjacent to creek)	Hwy 12	2nd Private Lot	Private Lot	residential	high
A	2	2nd Private Lot	Private Lot	Alternative A1	Private road	residential	med
A	3	Hwy 12	Encinas Lane	Academy Ln Easement	state highway	commercial	low
A	3	Academy Ln easement	Hwy 12	Manzanita Rd	Private road	commercial/residential	med
A	3	Academy Ln	Manzanita Rd	Fairview Ln	public street		
B	1	Private Driveway/Lot	North of Verano Ave	2nd Private Lot & Creek crossing	private DW	residential	high
B	1	2nd Private Lot & creek crossing	Private Lot	Private Lot or Fairview Ln	Private Lot	residential	high
B	1	Private Lot or Fairview Ln	2nd Private Lot	Fairview Ln	Private Lot		med
B	1	Fairview Ln	Private Lot	Academy Ln	Private road	residential	med
B	1	Academy Ln	Fairview Lane	Melody Lane	Public street		
C	1	Sonoma Creek Corridor	Verano Ave	End of Segment	Private property		
D	1	Riverside Dr	Verano Ave	Meadowood Ln	public street	residential	med

Segment II Academy Ln to W. Thompson Ave/Craig Ave							
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Manzanita Rd	Academy Ln	W. Thompson	public street	residential	med
A	1	W. Thompson Ave	Manzanita Rd	Sierra Dr	public street	residential	low
B	1	Melody Ln	Academy Lane	W. Thompson Ave	Public street	residential	med
B	1	W. Thompson Ave	Melody Lane	Happy Lane	Public ROW next to public street	residential	low
C	1	Sonoma Creek Corridor	End of Segment I	End of Segment II	Private property		high

Table A-1
SUMMARY OF FIELD REVIEW OF ALIGNMENT OPTIONS

Segment IV Boyes Bl to Larson Park

Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	2	Pine Ave	Boyes Blvd	Northside Ave	public street	residential	med
A	2	Northside Ave	Pine Ave	Dechene Ave	public street	residential	med
A	2	Dechene Ave	Northside Ave	Lichtenberg Ave	public street	see above	see above
B	1	Boyes Blvd	River Rd	Creek corridor	public street		low
B	1	Sonoma Creek Corridor (Boyes Springs Oaks Easement)	Boyes Blvd	End of Boyes Springs Oaks	Private property		high
B	1	Sonoma Creek Corridor	End of Boyes Springs Oaks	Larson Park	Private property		high
B	2	Private Lot (or split two)	Boyes Springs Oaks Easement	End of Dechene culdesac	Private property	residential	med
B	2	Dechene Avenue	Private Lot	Entrance to Larson Park	public street	residential	med
C	1	Sonoma Creek Corridor (Boyes Springs Oaks Easement)	Boyes Blvd	End of Boyes Springs Oaks	Private property		high
C	1	Sonoma Creek Corridor	End of Boyes Springs Oaks	Larson Park	Private property		high
D	1	Boyes Blvd	Riverside Dr	Railroad Ave	public street	residential	med
D	1	Railroad Ave	Boyes Blvd	Fairway Dr	public street	Altimira Middle Sch/residential	med
D	2	Riverside Dr	Boyes Blvd	El Dorado Dr	public street	residential	med
D	2	El Dorado Dr	Riverside Dr	Railroad Ave	public street	residential	med

Segment V Larson Park to Aqua Caliente Rd

Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Larson Park	Larson Park Entrance	North edge of Larson Park	Larson Park property	Larson Park/residential	high
A	1	Creek Crossing-new or renovated bridge	south side of creek/Larson Park	Flowery School	creek		high
A	1	Flowery School Easement	Creek Crossing	Rainaldi or Fabricius Property	Flowery School property	Flowery School/residential	med
A	1	Private Property- Rainaldi	Flowery School Easement	Fabricius Property	Private property		
A	1	Private Property- Fabricius	Rainaldi Property	Valetti Property	Private property		
A	1	Valetti Property	Fabricius Property	small Valetti parcel	Private lot	residential/commerical	low
A	1	Option -Rancho Vista Mobile home property	Flowery School	Fabricius Property	private property- former railroad easement		
A	1	Private parcels- several options	Flowery school	Valetti Property			

Table A-1
SUMMARY OF FIELD REVIEW OF ALIGNMENT OPTIONS

Segment V		Larson Park to Aqua Caliente Rd					
Alt.	Option	Road or Easement	From	To	Land Use Type	Land Use Frontage	Ambiance
A	1	Vailetti Property fronting Vailetti Rd	parcel(s) to south	Vailetti Dr	Private property-former railroad easement		
A	1	Vailetti Drive	Vailetti Property	Cedar Ave	public street	Sonoma Charter Sch/residential	med
A	1	Cedar Ave	Vailetti Dr	Agua Caliente Rd	public street	residential	med
A	2	Burbank Housing development -eastern edge	Rancho Vista Mobile home easement	Vailetti Road	Private property		
B	1	Follows alignment A to Vailetti Dr or C to Propose					
B	2	Vailetti Dr	Vailetti Property	Lake St	public street	Sonoma Charter Sch/residential	med
B	2	Lake St	Vailetti Dr	Aqua Caliente Rd	public street, private street	residential	med
C	1	Creekside Trail	north of Burbank Housing development	Agua Caliente Rd	Private property	park	high
C	1	Creekside Trail thru Rancho Vista Mobile Home Park	Larson Park	Burbank Housing development	mobile home park setback		
C	1	Creekside Trail thru Burbank Housing Development	southwest edge	northwest edge	Private property		
C	1	Proposed Burbank Housing Easement north edge	northwest edge	Vailetti Dr	Private property	under development	med/high
C	1	Vailetti Dr	Burbank Housing Easement	500 feet south of Agua Caliente Rd	Public street	residential	med
C	1	Vailetti Dr	500 feet south of Agua Caliente Rd	Agua Caliente Rd	Private road		
D	1	Railroad Avenue	Fairway Dr.	End of Railroad Ave	public street	Altimira Middle Sch/residential	med
D	1	Railroad Easement (private driveway)	Railroad Ave	Vineyard Easement	Private property	residential/agricultural	high
D	1	Vineyard Easement-North/South	Railroad Easement	Vineyard Easement-East/West	Private property	agriculture	high
D	1	Vineyard Easement-East/West	Vineyard Easement-North/South	Brookside Rd	Private property	agriculture	high
D	1	Brookside Rd	Vineyard Easement	Aqua Caliente Rd	public street	residential	med
D	2	Vineyard Easement-North/South	Railroad Easement	Aqua Caliente Rd	Private property	agriculture	high

Appendix A-2

EXISTING FEATURES OF PUBLIC STREET SEGMENT

**Table A-2
EXISTING FEATURES OF PUBLIC STREET SEGMENTS**

Segment I Verano Ave to Academy Ln

Alt.	Option	Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Bike Lane Potential
A	1	Main St	Verano Rd	Hwy 12	34	2	none	4.5 (E only)	yes	yes
A	1	Hwy 12	Main St	Encinas Lane	46	3	7 W/3 E	4.5 (E only)	no	W side only
A	1	Encinas Ln	Hwy 12	Private Lot	?	2	none	?	no	no
A	1	Hwy 12	Verano Rd	Main St	46	3	7 W/3 E	4.5 (E only)	no	
A	3	Hwy 12	Encinas Lane	Academy Ln Easement	46	3	7 W/3 E	4.5 (E only)	no	W side only
A	3	Academy Ln	Manzanita Rd	Fairview Ln						
B	1	Academy Ln	Fairview Lane	Melody Lane						
D	1	Riverside Dr	Verano Ave	Meadowood Ln	34	2	DCS	4.5 (in places)	yes (DCS)	no

Segment II Academy Ln to W. Thompson Ave/Craig Ave

Alt.	Option	Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Bike Lane Potential
A	1	Manzanita Rd	Academy Ln	W. Thompson	20	2	DCS	none	yes (DCS)	no
A	1	W. Thompson Ave	Manzanita Rd	Sierra Dr	40	2	DCS	4.5 S	yes	no
B	1	Melody Ln	Academy Lane	W. Thompson Ave	36	2	none	5.5 E/4.5 W	yes	yes
D	1	Riverside Dr	Meadowood Ln	Craig	26	2	DCS	none	yes (DCS)	no

Segment III W. Thompson Ave/Craig Ave to Boyes Bl

Alt.	Option	Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Bike Lane Potential
A	1	Sierra Dr	W. Thompson Ave	Hwy 12	16-22	2	DCS	none	yes (DCS)	no
A	1	Hwy 12	Sierra Dr	Boyes Blvd	46	3	7 W/3 E	6-8 W/3 E	no	W side only
B	1	Happy Lane	W. Thompson Ave	Private street	23-36	2	none	5.5 E (limited)/4.5 W	yes	no
B	2	Orchard Ave	Private lot fronting Orchard Ave	Greger Street						
B	2	Greger Street	Orchard Ave	Boyes Blvd		2				
B	3	Orchard Ave	Private Lot	River Rd	15	2	DCS	none	yes (DCS)	no
B	3	River Rd	Orchard Ave	Boyes Blvd	15-20	2	DCS	none	yes (DCS)	no
D	1	Riverside Dr	Craig	Boyes Blvd	22	2	DCS	none	yes (DCS)	no

NOTE: DCS = Discontinuous shoulder

Table A-2
EXISTING FEATURES OF PUBLIC STREET SEGMENTS

Segment IV Boyes Bl to Larson Park

Alt.	Option	Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Bike Lane Potential
A	1	Boyes Blvd	Hwy 12	Greger St						
A	1	Greger Street	Boyes Blvd	Lichtenberg Ave	20-30	2	DCS	none	yes (DCS)	N end only
A	1	Lichtenberg Ave	Greger Street	Dechene Ave	44	2	DCS N/none S	none	yes (DCS north)	yes
A	1	Dechene Ave	Lichtenberg Ave	Larson Park Entrance	33	2	none	4.5	yes	no
A	2	Boyes Blvd	Greger St	Pine Ave	26	2	none	5-foot path	no	yes
A	2	Pine Ave	Boyes Blvd	Northside Ave	26-40	2	none	4.5 (W only)	yes	no
A	2	Northside Ave	Pine Ave	Dechene Ave	24	2	DCS	none	yes (DCS)	no
A	2	Dechene Ave	Northside Ave	Lichtenberg Ave						
B	1	Boyes Blvd	River Rd	Creek corridor						
B	2	Dechene Avenue	Private Lot	Entrance to Larson Park						
D	1	Boyes Blvd	Riverside Dr	Railroad Ave	26	2	none	5-foot path	no	yes
D	1	Railroad Ave	Boyes Blvd	Fairway Dr	30-40	2	DCS	4.5 (E only)	yes	yes
D	2	Riverside Dr	Boyes Blvd	El Dorado Dr						
D	2	El Dorado Dr	Riverside Dr	Railroad Ave						

Segment V Larson Park to Aqua Caliente Rd

Alt.	Option	Road or Easement	From	To	Paved Width	# Lanes	Shoulder	Sidewalk	Pkg	Bike Lane Potential
A	1	Valetti Drive	Valetti Property	Cedar Ave	16-28	2	DCS	4.5 (W of Casab)	yes (DCS)	no
A	1	Cedar Ave	Valetti Dr	Agua Caliente Rd	20	2	DCS	none	yes (DCS)	no
B	2	Valetti Dr	Valetti Property	Lake St	16-28	2	DCS	4.5 (W of Casab)	yes (DCS)	no
C	1	Valetti Dr	Burbank Housing Easement	500 feet south of Agua Caliente Rd						
D	1	Railroad Avenue	Fairway Dr.	End of Railroad Ave	30-40	2	DCS	4.5 (E only)	yes	yes
D	1	Brookside Rd	Vineyard Easement	Aqua Caliente Rd						

NOTE: DCS = Discontinuous shoulder

Appendix B

NEWSPAPER ARTICLES ON THE CENTRAL SONOMA VALLEY BIKEWAY

Groups push Springs trail

A coalition of community groups has formed a new task force to push forward a long-standing plan for the Central Sonoma Valley Trail, linking residential neighborhoods in the Springs area - El Verano, Boyes Hot Springs, Feters Hot Springs and Agua Caliente.

The task force agenda includes grant writing, community outreach, and securing a lead agency that will manage the planning and construction of the trail. In a meeting scheduled this week, the group hopes to convince the Sonoma County Public Works Department to take the lead role for the project.

"Although we can apply for a planning grant as a community group, we need a governmental agency to manage the eventual construction of the trail, so we thought we'd try to get public works on board right from the start" explained Penny Hartman, president of the Verano Springs Association. The Sonoma Valley Trails Committee and the Sonoma Valley Chamber of Commerce are also participating in the task force.

The project is envisioned more as a community pathway than a recreational trail, because it will provide Springs residents with a means of traveling to schools, parks, and markets without having to walk or cycle on Highway 12, which

is currently the only viable route through the area.

"We're not diverting attention from the dire need for sidewalks, bicycle lanes, and other safety improvements that are needed on the highway. We're just applying a concerted effort to get this project underway, using the many funding sources available," said Doug McKesson, owner of the Goodtime Bicycle Company and president of the Sonoma Valley Chamber of Commerce.

Task force members are already completing a scope of work for the planning phase of the project, and are preparing an application for a planning grant from the Metropolitan Transportation Commission. Funding for the construction of the trail will likely come from the transportation commission, the County Redevelopment Agency, the Bay Area Air Quality Management District, and a new state funding program.

"A key benefit of the trail is that students will be able to safely get to and from El Verano and Flowery Elementary schools, and the Sonoma Charter school, so parents won't be compelled to drive their children. That can only help reduce traffic congestion in the Springs," said George Ellman, a representative from the Sonoma Valley Trails Committee.

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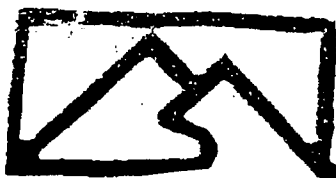
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SONOMA VALLEY TRAILS

Bimonthly newsletter of the Sonoma Valley Trails Committee
Issue 2-2
March, 2000

VOLUNTEERS NEEDED FOR TRAIL CONSTRUCTION

Calling all volunteers! The OFFICIAL start of construction for the Sonoma Mtn. Trail begins Saturday, March 4th. Ask your friends to help build the first trail in Sonoma County in 15 years. Refer to the attached flyer for details.

We will work on the Jack London segment of the trail, roughly 1 1/2 miles of trail that will be built almost entirely by volunteers. The trail starts 1/2 way up the "Mountain Trail" in the State Park and heads southwest, angling towards the summit of Sonoma Mountain.

This segment joins the Sonoma Developmental Center (SDC) portion, which is about one mile in length and will be constructed with the help of the CCC beginning in late February. The last section of the trail is the McCrea Loop which circles the summit of Sonoma Mountain and comes back to meet the SDC segment. This will begin (by CCC) in February as well. Four and one-half miles of trail in all!

Remember actions speak louder than words. So please mark your calendars for Saturday, March 4th. Heavy rain will cancel. For more info., call Chris, 935-4503.

MEMBERSHIP POTLUCK MONDAY, APRIL 10TH 6:00 -8:00 PM

LET'S GET TOGETHER! With so many old and new members now, we're throwing our first regular Trails Potluck. Join us at the Glen Ellen Firehouse for a casual getting-to-know-each-other potluck. (see attached flyer) We will have a brief meeting. You'll be heading home by 8:00. We promise!

Your steering committee will report on all the projects the SVTC is currently working on, as well as our wish list of future projects. We'll ask for your comments, new ideas, as well as give you the opportunity to sign up for projects. To be an effective 'trails advocate,' the SVTC needs more "trails activists." If you've joined us just recently, here's your first chance to help us make a difference in Sonoma Valley.

Please RSVP if you plan to come - call Jackie Lehmer-Henderson at 938-0106 and let her know how many are coming and what kind of dish (for 6) you'll bring.

FRYER CREEK IMPROVEMENT PROJECT

The late Roland Hauck was known as "Mr Creek." Around 1978, he got a group of environmentalists to plant trees at the corner of 4th West and Andrieux Sts. A number of us, young and old, set out about 60 trees: oaks, madrones and other native species. We put up a sign, "Fryer Creekside Park." Several of us drug hoses those first two summers to water the fledgling trees. Only 10 trees have survived, but they are large and strong.

The license we obtained in 1984 to improve the corner is still valid. The water agency has given us the go ahead to resurrect our plans to build a path, install benches, plant poppies and more trees and even install boulders in the creek bed. All we need is the person-power to make it happen. Interested? Call Ginny Jones, 996-3463.

CENTRAL SONOMA VALLEY TRAIL UPDATE

The Central Sonoma Valley Trail Task Force decided that the Sonoma County Public Works Department is the optimal agency that should apply for our planning grant. We intend to meet with Dave Knight, director of the department, to discuss an application they made recently for a stop light for the public bike/pedestrian trail in Sonoma, where it crosses Highway 12 to the path in Maxwell Park. The committee feels that location is inappropriate for such a crossing, but would like to suggest several options to the department. Also, we intend to produce a planning grant that will cover the points asked for by the Metropolitan Transportation Commission.



Springboard

The Newsletter of
the Verano Springs
Association
Volume 4 • Issue 1
April 2001

PILOT PROJECT UNDERWAY

Work Starts on Highway 12 at Verano Avenue

The long-awaited "Pilot Project" that will bring sidewalks, lighting, and landscaping to the west side of Highway 12 between Verano Avenue and the Agua Caliente Bridge has entered the construction phase.

The project, which is sponsored by the County Community Development Corporation, acting as the Redevelopment Agency in the Springs, will include the installation of a "monument" in the new pocket park that will be created when Main Street is closed off at the Highway.

The less heartening news is the final cost of the project, which is just under one million dollars! We are concerned that with these types of project costs, the Redevelopment Agency will not have adequate funding to complete sidewalk projects along the balance of the Highway, let alone addressing other community improvement projects.

The new manager of the Redevelopment Agency, Brent Smith, has been very receptive to gaining community input on future projects, notably attending all meetings of the Springs Task Force Coordinating Committee. We hope to work with him to promote a series of low-cost, high-impact projects, such as sidewalk installations that will fill key gaps along the Highway.

ZEBRAS IN THE SPRINGS?

*Crosswalks More Visible;
Credit to State Representatives*

After a carefully-orchestrated political campaign, VSA has succeeded in convincing Caltrans to paint two crosswalks at uncontrolled intersections on Highway 12 with "zebra stripes".

The striping should make the crosswalks more visible to motorists on the Highway, giving pedestrians a better chance of crossing this busy thoroughfare safely.

Senator Wes Chesbro and Assemblymember Pat Wiggins deserve much of the credit for convincing Caltrans of the worthiness of this project. Their intercession helped us in getting a positive response from Caltrans officials.

BAD NEWS ON UTILITY UNDERGROUNDING

*Subsurface work On Schedule,
But PG&E May Not Move Wires*

The Underground Construction Company, working for Pacific Bell, is close to completing the subsurface work for the second phase of the utility undergrounding project on Highway 12.

The company has completed installing the laterals that will serve individual homes and businesses, and is now working on the main line and utility vaults.

Unfortunately, Pacific Gas and Electric Company announced early this year that they would be unable to complete the transfer of electric lines underground due to their financial crisis. VSA will continue to track this project, and will report definitive news in the future.

Central Sonoma Valley Trail Community Forums Scheduled

We're pleased to announce that the Sonoma County Department of Transportation and Public Works has selected a consultant to complete the planning of the Central Sonoma Valley Trail.

Members of the Springs community are invited to attend two forums where there will be an opportunity to discuss the preferred trail alignment. Please see the enclosed flier for information on the forums.

The Sonoma Index Tribune Archives

July 17, 2000

Transportation grant aids SV bike trail

By Patricia Henley

7-18-00 -- Planning for a Central Sonoma Valley Trail got a recent boost in the form of a \$29,700 grant from the Metropolitan Transportation Commission.

The money will be used by the County of Sonoma and the Central Sonoma Valley Trail Task Force to develop a preferred alignment, identify required right of way acquisitions or easements, and estimate project costs for a proposed pedestrian and bicycle pathway parallel to Highway 12.

"This gives us money to create a planning document . . . to better define the project before we start seeking capital funds to build the project," said Steven Schmitz, senior transit planner for Sonoma County Public Works Department.

He noted that the idea of developing a safe bicycle and pedestrian route through Sonoma Valley's Springs area has existed for many years, and was formally included in the Sonoma County Bikeways Plan adopted in 1997.

The \$29,700 grant will be matched by \$5,300 in local funding - \$5,000 from Sonoma County transportation money, and a total of \$300 in donations from the Sonoma Valley Trails Committee, the Verano Springs Association and the Sonoma Valley Chamber of Commerce.

The project was one of eight recently approved by the transportation commission, with a total of \$235,000 going to support planning for community-oriented transportation projects throughout the Bay Area. The grants are awarded as part of the commission's Transportation for Livable Communities Program, which aims to strengthen the link between transportation, community goals and land use.

The successful projects were selected from a pool of applications asking for a total of \$800,000.

"We are very pleased that the TLC program continues to spur interest and innovation in local-level efforts to blend transportation and land-use planning," said Lawrence D. Dahms, executive director for the Metropolitan Transportation Commission.

In April the commission awarded \$18 million in TLC grants to pay the

construction costs of 19 Bay Area community development/neighborhood revitalization projects.

Since the start of Transportation for Livable Communities program in 1997, more than \$28 million in planning and construction grants have been awarded to 65 projects in the region. The commission has designated more than \$50 million to fund TLC projects through the year 2004.

The commission plans to give out a total of \$475,000 in planning grants during this fiscal year, between July 1, 2000 and June 30, 2001. The deadline to apply for the remaining \$240,000 in grants is Oct. 5.

Information on the grant process is available by e-mail at library@mtc.ca.gov, by calling (510) 464-7836 or on-line at www.mtc.ca.gov/projects/livable_communities/lcindex.htm.

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The Sonoma Index Tribune Archives

April 23, 2001

Meetings to look at proposed Valley trail

4/24/01 -- Valley residents will have two chances to comment on a proposed Central Sonoma Valley Trail.

Public workshops for the trail study will be held from 6 to 8:30 p.m. Thursday, April 26, at the Valley of the Moon Boys and Girls Club in Maxwell Farms Regional Park in El Verano, and from 9:30 to 11 a.m. Saturday, May 19, at the La Luz Bilingual Center at 17560 Greger St. in Boyes Hot Springs. Spanish language interpreters will be present at both public workshops.

The trail would provide a north-south bicycle and pedestrian path somewhere in the area bordered by Verano Avenue in the south, Highway 12 to the east, Agua Caliente Road in the north and Arnold Drive to the west. Officials say a continuous route through this area will likely require the identification of both on-street and off-street trail segments.

The purpose of the workshops is to receive comments and feedback from the general public regarding potential trail alignments and to discuss any other issues and concerns related to the proposed trail.

The trail study is being funded with Transportation for Livable Communities funds through the Metropolitan Transportation Commission and with Transportation Development Act funds from Sonoma County Transit.

Co- sponsors of the public workshops include the Sonoma County Bicycle and Pedestrian Advisory Committee, Sonoma Valley Trails Committee, Verano Springs Association, and the Sonoma Valley Chamber of Commerce.

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AROUND THE EMPIRE

SANTA ROSA

Forum on county's housing problem

The housing crunch in Sonoma County will be the focus of a Wednesday forum in Santa Rosa.

The breakfast meeting from 7:30 to 9 explores what community leaders are doing to address the housing shortage and their ideas for solving the problem.

The topics might range from finding affordable housing to stopping urban sprawl in a county where the median price of a two-bedroom home is more than \$300,000.

Speakers include Alan Strachan with the Civic Renewal Company; Rick Theis, president of the Leadership Institute for Ecology and the Economy; Janie Walsh, executive director of the Sonoma County Community Development Commission; and Margo Warnecke Merck, president of the Community Housing Development Corp.

Reservations are required for the event, to be held at Los Robles Lodge. The price of the breakfast is \$6. For more information, call 546-5943.

SONOMA VALLEY

Bike, pedestrian route debate set

Sonoma Valley residents are encouraged to express their views about a proposed bicycle and pedestrian route that would run through the heart of the valley.

County, city and transit planners will hold a public workshop on the plans 9:30 to 11 a.m. Saturday at the La Luz Bilingual Center, 17560 Greger St., Boyes Hot Springs.

The Central Sonoma Valley Trail is envisioned as a north-south bicycle and pedestrian route bordered by Agua Caliente to the north, Verano Avenue to the south, Highway 12 to the east and Arnold Drive to the west.

Saturday's workshop is the second one held for residents to give their views on the pro-

posed plans. The study is funded by Transportation for Livable Communities and involves several city and county agencies.

For more information, phone Steven Schmitz at 585-7516.

COTATI

Workshop on new development

What should new development in Cotati look like?

Residents will be able to express their opinions at a Planning Commission workshop next Monday at City Hall.

The 7 p.m. workshop focuses on the city's plans to update the zoning ordinance, with one goal being to better define the public space created when development takes place.

The city also hopes to make the zoning ordinance more "user friendly" for citizens and developers alike.

The workshop includes a brief presentation on the design issues under consideration, followed by citizen input.

For more information, call Marsha Sue Lustig at 665-3638.

SEBASTOPOL

Voter registration deadline

Residents who plan to vote in the city's June 5 special election are reminded that the deadline to register is next Monday.

To be eligible, people must be U.S. citizens, at least 18 and not in prison or on parole for the conviction of a felony.

Voters who have moved, wish to change political party affiliation or who have changed their names or mailing addresses should re-register by the deadline.

Postage-paid postcard registration forms are available at city halls, post offices, public libraries, many county government offices and the Department of Motor Vehicles. Or, pick up forms at the Registrar of Voters office, 435 Fiscal Drive in Santa Rosa.

For more information, phone 565-6800.

EVENTS

Sonoma County Organ/Keyboard Club, 11 a.m. Tuesday, wine tasting; 11:30 a.m., lunch; 1 p.m., Bill Langford on Morton Theater Organ. \$15. Concert only \$5. Johnson's Winery, 8333 Highway 128, Healdsburg. Reservations 545-6959.

"The Bad Seed," 8 p.m. Thursday-Saturday. \$7, \$4 student. Potter Valley High School Little Theater, 10401 Main St. Potter Valley. 743-1142.

Dance Spectrum 2001, 7:30 p.m. Thursday-Saturday. Variety of dance styles including jazz, modern, musical theater and hip-hop performed by 120 dance students. \$7. Cafe Theater at El Molino High School, 7050 Covey Road, Forestville. 824-6532.

Back to Basics Quarter Horse Show, 8 a.m. Friday-Sunday. Free. Lytle Cow Palace, Sonoma County Fairgrounds, 1350 Bennett Valley Road, Santa Rosa. (209) 754-4165.

Poetry Slam, 7-9 p.m. Friday. Poetry reading followed by contest. Sonoma County Library, Third and E streets, Santa Rosa. 545-0831.

Bohemian Grove Teach-In, 10 a.m.-3 p.m. Saturday. Sponsored by Bohemian Grove Action Network, Project Censored, International Indian Treaty Council and International Action Center. Sonoma State University Student Union, 1801 E. Cotati Ave., Rohnert Park. 874-2248. www.sonomacountyfreepress.org.

Salmon Creek Watershed Day, 10 a.m.-4 p.m. Saturday. For areas surrounding Occidental, Freestone, Bodega and Salmon Creek. Information, food, art show and sale, school poster contest winners, workshops, music, video tours and video elder histories. Free. Salmon Creek Middle School, 1935 Bohemian Highway between Freestone and Occidental. 876-1806. www.bodeganet.com/SalmonCreek.

Tea and Fashion Show, 1 p.m. Saturday. Tomales Regional History Center. Raffle. Town Hall. Tomales. (415) 663-1217 or 763-1066.

"The Tempest," 8 p.m. Friday, Saturday and May 25-26; 3 p.m. Sunday; 2 p.m. May 26. Shakespeare's play with an original score written and performed by Yuko Kogarasu. \$5, \$3 senior and students. Cloverdale High School, 509 N. Cloverdale Blvd., Cloverdale. 894-1900.

Village Singers, 7:30 p.m. Friday. Secular and religious music. Donation. St. John's United Methodist Church, 5150 Snyder Lane, Rohnert Park. 584-9780.

BENEFITS AND AUCTIONS

Auction, Barbecue and Round Robin Tennis Tournament, 10 a.m.-2 p.m. Saturday. Benefits rebuilding of the Anady High School tennis courts. Super Playground, Pleasant Hill Road and Valentine Avenue, Sebastopol. 824-1067.

Bail for the Kids' Sake, noon-5 p.m. Wednesday. Community leaders will be "arrested" and bailed out to benefit Big Brothers Big Sisters of Sonoma County. Sweet River Grill and Bar, 248 Coddington Mall, Santa Rosa. 584-2780.

Lobster Dinner, Seatings every half hour. 5-7:30 p.m. Saturday. \$25. Take-out \$17. Chicken \$8, \$5 child. Holy Family Episcopal Church, 1500 E. Cotati Ave., Rohnert Park. 541-3553.

Spring Fling and Swing, 5-8 p.m. Saturday. Silent auction, Los Blues, swing dancers. Benefits College Oaks Montessori School. \$20, \$35 couple includes food, wines and beer. Finley Center, 2060 W. College Ave. Santa Rosa. 579-5510.

Yard Sale, 8 a.m.-2 p.m. Saturday. Stuff, flowers, food, car wash. Windsor Community, United

caregivers, family and friends of persc Alzheimer's disease. Free. 50 Old Cou Square, Suite 209, Santa Rosa. 573-11

Drop-in Immunization Clinics, 6 day. Occidental Area Health Center, 3 St., Occidental; 9-10 a.m. Wednesday, School, 8760 Bower St., Graton; 6-8 p.m. Wednesday, St. Stephen's Church, 500 Road, Sebastopol. \$5 requested. Also, checks for children and youth to age dental Area Health Center and Russian Health Center, free for families with IC 823-1616 or 887-1501.

Pregnancy Tests, 9 a.m.-4 p.m. today, Thursday, Friday. Results in a few Free. Women's Health Specialists, 441 Highway, Suite D, Santa Rosa. 537-11

Teen Clinic, 3:30-5 p.m. Tuesdays. B STD testing, treatment; HIV testing; pr testing and counseling; stopping smok drugs; emotional and abuse issues. Fr tal Area Health Center, 3802 Main St, tal. 874-2444.

Breast Exams, 9-11 a.m. Wednesda sored by West County Health Centers. ans Memorial Building, First and Chur Guerneville. 869-2849.

Low Cost Health Exams, 8:30 a.m. Wednesdays. Offered by Sonoma Stati Family Nurse Practitioner Health Main Center. \$20 physical, \$15 Pap, \$35 DN cal, \$10-\$15 cholesterol. 1801 E.Cotat Rohnert Park. Appointments. 664-2111.

Teen Clinic, 2-5 p.m. Wednesdays. P testing and counseling, birth control d cluding abstinence, sexually transmitt testing and treatment, HIV/AIDS testi seling, emergency contraceptive pills. games and music while waiting. Free dential. Southwest Health Community 751 Lombardi Court, Santa Rosa. 547-

Teen Clinic, 3-6 p.m. Wednesdays. P testing, birth control, STD testing and emergency contraception, HIV testing, and information, snacks. Free and con Planned Parenthood Rohnert Park Hea 1370 Medical Center Drive, Suite E, Rc (800) 967-PLAN. www.ppgg.org.

Living a Healthy Life with Chroni tions, 9:30 a.m.-noon Fridays through Seven-week class sponsored by Nutriti agement Services and Redbud Health for book and tape. Scholarships availa bud Library Conference Room 14785 E Road, Clearlake. Register. 279-9311.

Bone Density Testing, 10 a.m.-3:45 ursday. Sponsored by the Foundation fo teoporosis Research and Education. \$3 Drugs, 463 Stony Point Road. Santa Rc 832-2663.

Communicating with a Mentally son, 9 a.m.-noon. Saturday. National the Mentally Ill. Sonoma County Rotur Chanate Road, Santa Rosa. 527-6655.

"The Right to Intimacy: Relation: Dementia," 8 a.m.-1 p.m. Saturday. chology of intimacy and sexuality of in with dementia. Sonoma County Alzhei Force. \$15. Rooster Run Golf Club, 230 ington St., Petaluma. Reservation. 775

Syndrome X, 10 a.m.-noon Saturday on cluster of risk factors which is a ma of coronary heart disease. Sponsored b betes Society of Sonoma County. Free. eminent Medical Offices East, Room 2, tennial Way, Santa Rosa. 578-0887.

Sonoma County 2 p.m. Sunday

in rural

By Darlene I
INDEX-TRIBUNE C
As Sonoma
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The comm...
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The Sonoma Index-Tribune

Tuesday, May 15, 2001 Sonoma Valley, California Vol. 122, Issue No.11

Planning begins for bike path

Officials to present 4 possible routes

By Patricia Henley
ASSISTANT NEWS EDITOR

Proponents hoping to make a safe bike route a reality between Verano Avenue and Agua Caliente Road want to get community feedback on four proposed routes.

"People need to be aware this is happening, so they will not be surprised should the trail end up on their street," said Penny Hartman, president of the Verano Springs Association and vice president of the Sonoma Valley Trails Committee, two of the groups working to create the Central Sonoma Valley Trail.





A community meeting is set for 9:30 to 11 a.m. Saturday, May 19, at La Luz Center, 17790 Greger St. in Boyes Hot Springs, to outline the four possible routes. Only 10 people showed up for a similar presentation on April 26, but trail supporters hope more people will turn out and voice their opinions this Saturday.

Hartman said that many people in the Springs area - El Verano, Boyes Hot Springs, Feters Hot Springs and Agua Caliente - walk

See Bike path, A11

Weather

FORECAST

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
			
Partly cloudy	Partly cloudy	Sunny	Partly cloudy
Hi 77°/Lo 56°	Hi 82°/Lo 53°	Hi 85°/Lo 54°	Hi 79°/Lo 51°

TEMPERATURE - RAINFALL

Date	Boys Center			Sonoma		
	Hi	Lo	Rn	Hi	Lo	Rn
Fri., 5/11	75	47	-	82	50	-
Sat., 5/12	71	48	-	73	53	-
Sun., 5/13	73	49	-	72	51	-
Mon., 5/14	78	41	-	74	44	-

Season to date, 17.57 inches. Last season to date is 30.95 inches. Normal to May 31 is 28.04 inches. Daily rainfall totals are gathered at 4 p.m. and reflect the previous 24 hours. Courtesy State Dept. Parks & Recreation

TIDE

May 15	May 16	May 17
Lo 12.46 a.m. 2.9	Lo 1.49 a.m. 2.5	Lo 2.40 a.m. 2.0
Hi 5.38 a.m. 4.2	Hi 6.52 a.m. 4.0	Hi 8.04 a.m. 4.0
Lo 12.32 p.m. 0.4	Lo 1.25 p.m. 0.6	Lo 2.12 p.m. 0.8
Hi 8.11 p.m. 4.6	Hi 8.45 p.m. 4.8	Hi 9.15 p.m. 5.0

For Wingo, Sonoma Creek, at high tide, add 2 hours, 12 minutes and +0.1 height. Low tide, add 3 hours, 11 minutes and -0.3 height.

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I-T online at sonomanews.com	

All-day kinderg

Flowery to test program

By Lee Simmons
INDEX-TRIBUNE STAFF WRITER

Flowery Elementary kindergartners will attend school all day beginning this fall.

Three to four kindergarten classes at the school will be the first in the district to test the new extended-day program, which is being piloted at Flowery for the 2001-2002 school year. The school

board approved meeting last

Classes will day at the same through three

Kindergarten run a half-day.

"Not only is places like E garten is wh Rowley, director instruction for

Parents hav they would gram, which p alternative for

CHP officer stres

Mulata reminds motorists to slow down, be patient

By William Wetmore

INDEX-TRIBUNE STAFF WRITER

It is no secret that traffic congestion in Sonoma Valley has skyrocketed in recent years.

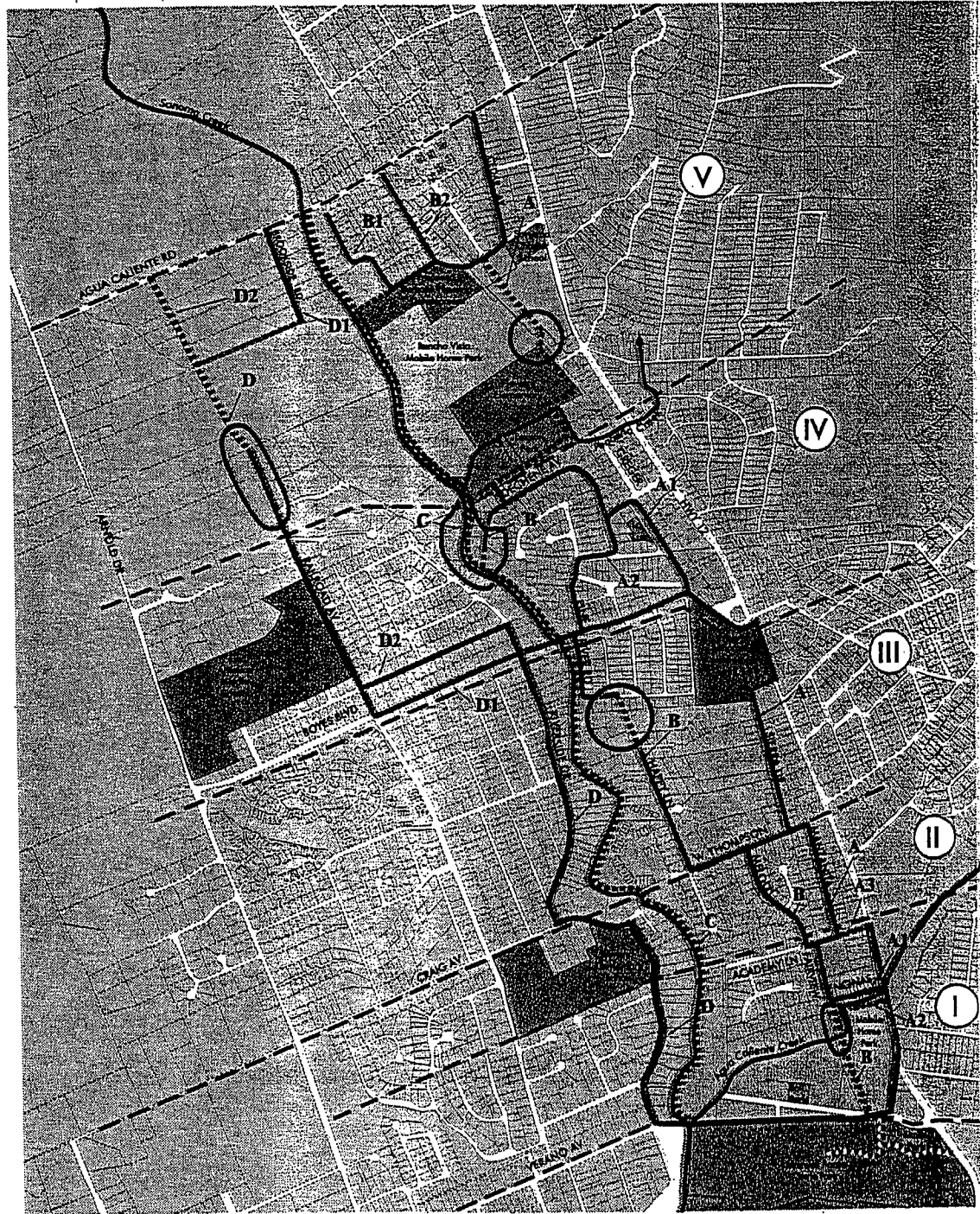
It's the job of Gene Mulata, the Valley's California Highway Patrol (CHP) community services officer, to assure that drivers are educated about the dangers of the increased traffic and that they remember that safety - not haste - should be the highest priority.

"People need to be aware that this area is getting more congested," Mulata said. "Drivers simply have to be more patient."

Mulata's twin duties as community services officer are to reduce traffic accidents in the Valley and to educate both children and adults about traffic safety.

"I've noticed over the past year that more and more commuters are traveling through Sonoma Valley.

See Safety



--- Study Area Segments

— Potential Pathway Routes on Public Streets

..... Potential Pathway Routes on Public or Private Property

○ ROW Constraints

— Option A

— Option B

— Option C

— Option D

..... Existing Bicycle Trail

Source: Wilbur Smith Associates

FOUR POTENTIAL ROUTES – A, B, C and D – have been identified, with possible sub-routes. These pathways are suggestions of what to consider in determining the best possible trail route, based on availability, safety and ease in navigation. The final pathway could be a combination of these proposals. For design purposes, the routes are being considered in five segments – I, II, III, IV and V. (ROW stands for Right of Way.)

Bike path

Continued from A1

or bicycle to get where they need to go, often having to do so on narrow, heavily trafficked Highway 12.

She added that in addition to providing recreational opportunities, the proposed trail would offer a transportation alternative and "safe passage" to Flowery Elementary and Sonoma Charter School.

The public workshops are part of a planning study paid for with a \$35,000 grant from the Metropolitan Transportation Commission's Livable Communities Program, said Steven L. Schmitz, a senior planner with Sonoma County Transit.

Using a standard formula for building trails, the estimated budget for the project is \$250,000 - although that is highly speculative until a final path is picked. Once the route is chosen, officials will try for local, state and federal grants to pay for construction and for buying any needed property or easements. Caltrans would also get involved if any portions of the project cross or run along Highway 12.

The idea for a Central Sonoma Valley Trail has been around for at least a decade, Schmitz said. "The impetus for this has really been kind of from the ground up," Schmitz said. "I'm just acting like the conductor, if you will, between county staff and the community people who want this trail."

If it becomes a reality, the project would be a collaboration between three county agen-

cies - the transit department, which is handling the planning; the public works department, which would be responsible for any portions of the trail that are put on county roads; and parks and recreation, which would oversee and maintain off-road stretches of the trail.

The proposed routes are just suggestions, and the goal is to determine the best possible - and most feasible - pathway, Schmitz said. Parts of each of the routes could be combined to create the final course.

Consultants will take the feedback from the community meetings and use it to develop a final route. That should be completed by early August.

Mark Bramfitt, a member of the local water board, the Verano Springs Association and the Sonoma Valley Citizens Advisory Committee, helped write the application that won the planning grant money. He said one of the key things about the trail is that it will offer a safer transportation alternative for many in the area. "We almost don't like calling it a trail," Bramfitt said. "A community pathway is probably a better description. ... It will have plenty of benefits and it will probably have some detractors. That's what we need to hear - that this isn't a good route or this is."

It's important for property owners in the area to get involved, said Philip Sales, park planner and design administrator for the county's parks department.

Roy B. Verdery, Ph.D., M.D.

Internal Medicine & Geriatrics

is pleased to announce the opening of the practice of

Yong Qing Liu, M.D., Pharm. D.

July 1, 2001

Adult Medicine

Women's Health

Dr. Liu graduated from the Shanghai Second People's Hospital, P.R.C. with her medical degree and received a Doctor of Pharmacy degree from the University of California, San Francisco. She completed the Internal Medicine Residency program at St. Mary's Medical Center in San Francisco.

EDITORIAL & OPINION

Numbers e story

Hospital continues to be good news is that the savings are less than projected improvement over the years when the hospital went to red.

1 fiscal year, which ends far total \$424,000. Hospital expected to lose nearly \$1 million. It currently has \$5.4 million in reserves, down from more than \$10 million in 1995.

It's a lot worse if the hospital had a management agreement with Health. This year alone, the hospital is expected to save our 10 Sutter hospitals and subsidiaries offer lower "family" affiliates, both for procedures that can't be done at the local facility and at another hospital. There are savings to come if the hospital agreement, which is for a new hospital, is finalized.

Legations made by a few to Sutter, the proposal to build a new hospital building have been recently publicized in Sonoma for the past two years. There is a judgment. It has been decided, well-documented by a broad-based group of local citizens who have nothing to gain except the preservation of the site.

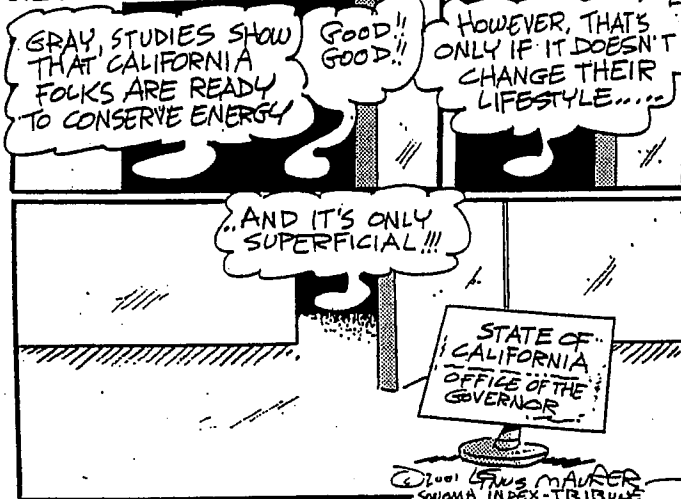
Those are suggesting that our kiss off Sutter and go it alone seems to be that better is a big health-care issue. The feeling is that big leas, big anything should be done.

When we're talking shopping malls, crime, and so on, we wish to apply it to our town. In that case, smaller is better. Surely we want modern, most well-staffed health-care organization we have for our loved ones.

Now that our local hospital, does not have the financial to maintain up-to-date, quality of current level. It is unrealistic that local voters will subsidize that could run more than \$1 million per year. On top of that, if we take on at least \$1 million in capital costs to build a new hospital.

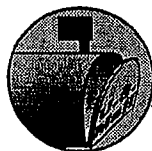
We suggest that we go it alone as a community down a path that could end with the hospital and most of our doctors no viable alternative support or figures, and they handle, thoughtful efforts to try health care in our community. — Bill Lynch, Editor

NEWSHOUND



PULSE OF THE PUBLIC

Cites facts on hospital



Editor, Index-Tribune:

Mr. Glotzbach's recent letter about a new hospital in Sonoma misrepresented the facts.

Sutter has not vetoed a site. The local committee's work is not done. It has yet to identify a new site.

He suggests that we're planning an "HMO-type" facility. If he means "one-stop shopping," he's right. Patients want their medical needs met without going to multiple locations. Our hospital will provide that level of service.

The allegation that no one has seriously considered keeping the hospital at its current location is wrong. Our efforts started there several years ago. Engineering and architectural studies have concluded that this is not feasible.

Mr. Glotzbach wants any public bond issue to be reduced by the value of the existing hospital. The math is simple. The existing hospital is probably worth less than \$2 million. The District has approximately \$9 million of bonded indebtedness. The result? A net liability of about \$7 million.

Finally, the implication that realtors involved in the process will benefit from it is off base. Before our work began, all agreed not to accept any compensation for any transaction coming out of the planning process. If these errors come from lack of knowledge, I invite Mr. Glotzbach to attend our public planning meetings.

Gary Nelson
Sonoma Valley New Hospital
Planning Executive Task Force

What's going on?

Editor, Index-Tribune:

What's happened to our state government? We have millionaires, billionaires and trillionaires, but can't seem to produce any knowledgeable people who can run the state government in a nice, smooth way.

We are being lied to in all phases of our government, the state being the obvious at the moment.

Perhaps this is a symptom of too much dependence on the computer to ferret out the facts, instead of using good old common sense.

Marian E. Fry

What about Leveroni?

Editor, Index-Tribune:

It seems apparent to me that

the ideal location for a new hospital is the Leveroni property at the corner of Leveroni Road and Fifth Street West. Not only is it close to town and utility hook-ups, but it is unimproved and large enough for whatever later facilities the City might deem useful.

It would be wonderful if the Leveroni family chose to sell this property to the City for a reasonable price, even more wonderful if they chose to donate it, as the Sebastiani family did the present hospital property. Perhaps the hospital could be named after them?

We have all enjoyed having this beautiful open space so close to town for all these years, but with good planning it could still be an attractive site. Times and circumstances change and evolve, and this is now a pressing need for our community.

In the future, when the need arises and funds become available, it might be possible

to add some recreational facilities to the property. The space within the city limits will be harder to find as each year passes. Here we have the opportunity to plan ahead, as we have failed to do in so many instances.

Blythe Carver

Agrees on dog threat

Editor, Index-Tribune:

This is in response to Rosemary Shafer's letter regarding the loss of her cat and geese to vicious dogs. My heart goes out to her.

My own cat was killed two years ago Mother's Day by two Rottweilers who live on the property behind our house. For 11 years our cat, Tux, used our back fence as a roadway between our house and our next door neighbor's. Seeing him cross one day the

See Dog Threat, A25

Let's build bike trails



Staff
notebook

Bill
Hoban

One of these days, I hope I'll be able to ride my bike from my home in Agua Caliente to the Plaza without having to risk

life and limb by riding on Highway 12 or Arnold Drive.

As it stands now, if Tina and I want to go for a bike ride, we've got to put the bike carrier and the bikes on the car and then drive someplace where it's safe to ride. It would be great to be able to just hop on our bikes after work instead of loading the car up and going someplace.

What we need is a trail connecting the El Verano area to the Springs area. Actually, a trail connecting El Verano and the Springs should just be the beginning of a whole series of trails for bikers, walkers, runners and rollerbladers.

Well, there are four proposed trails that cross the Springs area, and from 9:30 until 11 a.m. Saturday, two community groups will host a forum at La Luz to discuss where a trail should be located.

The last time the Verano Springs Association and the Sonoma Valley Trails Committee hosted a meeting, only 10 people showed up.

Hopefully, there will be more than 10 Saturday. It's hard to believe that this Valley — and county — doesn't have a network of paths that connect with one another. It would be great to be able to ride from Sonoma to Petaluma or Sebastopol or Forestville or even Bodega Bay without having to venture out on the already crowded and dangerous highways.

My parents live in the Chicago suburbs, and there are miles of trails in the Fox Valley Park District around Aurora. You can meander along the Fox River from Aurora up to Crystal Lake — a distance of about 40 miles. Two other trails that run east-west bisect that trail. One of the east-west trails is about 20 miles, from St. Charles to Sycamore, and the other is about 10, from Aurora to Sugar Grove.

And in Sonoma Valley, the best we can do is from Maxwell Farms Regional Park to Fourth Street East or along Fryer Creek from Arroyo to Leveroni.

That's not exactly what one would call a network of trails. It's more like a patchwork — with only two small patches.

The Valley and county are way behind the curve when it comes to trails.

There's a lot of catching up to do. But Saturday's meeting is a great place to start.

Hopefully, a Springs trail would take a lot of the pedestrian traffic off Highway 12. That's good, especially since at least one of the proposals would have the trail run right behind Flowery School, getting school kids — and mothers pushing strollers — off the highway.

The trail may also be the closest thing we get to sidewalks in the Springs. We have been told for years that we'll get sidewalks along Highway 12. So far, we have more promises than sidewalks. And with the state sending \$55 million a day to the Texas energy cartel, sidewalks along Highway 12 may be no more than a pipe dream.

It should be a no-brainer. But it isn't. There will probably be people coming out of the woodwork who don't want it running through their neighborhood because it would bring "riffraff" to the area.

If the trail committee wants a right of way through my front yard, they're welcome to it. Just build the damn thing.

I know the trail won't get built next week or by the end of the summer — or even by next year. But let's get it done before the next millennium.

Anyone who supports a trail or trails should show up Saturday — because you know the naysayers will be there.

Our files

Why residents relate experiences of the great San Francisco quake

San Francisco will open for business. The Sonoma Valley Bank on and after that date will be able to merge the names into the Index-Tribune.

29 YEARS AGO

(From the Index-Tribune of May 18, 1972)

The Sonoma Index Tribune Archives

May 21, 2001

Trail draws cheers, jeers

By Patricia Henley

5/22/01 -- Those hoping to build a bicycle-and-pedestrian pathway in the Springs area will need to balance some residents' strong desire to provide a safe way for children to get to local schools against homeowners' fears about vagrants and possible loss of privacy.

Safety and private property rights were just a few of the issues raised at a Saturday morning meeting at La Luz Center in Boyes Hot Springs. Flooding along Sonoma Creek and a trail's impact on that riparian environment were also strong concerns.

Close to 50 people - almost all of them local residents - turned out for the session evaluating potential routes for the Central Sonoma Valley Trail, which will run from Maxwell Farms Regional Park and Verano Avenue, north to Agua Caliente Avenue. Officials said the community pathway will take several years to design and build, and will probably combine both on-road and off-road sections.

"I'm objecting to the whole idea of having a trail. . . . We don't need to be told you should walk this way or that way. We have a choice of routes," Happy Lane resident Sonoko Ohwaki said at Saturday's meeting.

One of the proposed trails would go along Sonoma Creek, drawing strong opposition from Riverside Drive resident Ron Guptill.

"I am a NIMBY - not in my back yard - because you are literally putting a trail through my back yard," Guptill said. "If you can find a trail somewhere that doesn't take away my privacy, my right to own and enjoy my property, then I don't have a problem with it."

The Springs area includes El Verano, Boyes Hot Springs and Agua Caliente. Trail supporters were equally adamant that those trying to navigate through there without a car need a better route than dodging vehicles along narrow Highway 12 or equally busy Arnold Drive. The only current throughways in the area, both are two-lane roads.

"It's always been my dream that a project like this would take place," said Glen Ellen resident Clinton Lane. "It's not safe to bicycle from Glen Ellen to downtown Sonoma."

La Luz executive director Ellen LaBruce noted that 80 percent of the people seeking help from her agency come on foot or by bicycle.

And near the Sonoma Charter School, there is only a narrow path for pedestrians and bicyclists, said Valley resident Suzanne Shonbrun.

"It's only a matter of time before someone dies and then we'll say 'Why didn't we put a trail in?'" Shonbrun said.

Dave Henderson of the Sonoma Valley Trails Committee explained that the Central Sonoma Valley Trail would be just one segment of a 41-mile-long Sonoma Valley Trail, which advocates hope will eventually run from Tubbs Island in the south to Santa Rosa - perhaps eventually linking up with planned trails to the Sonoma County coast.

The local project is in its initial planning stages. Four potential routes have been identified and Saturday's meeting was held to discuss the pros and cons of each one. The final alignment could include sections of any of the possible routes.

Consultants Michelle DeRobertis, a transportation engineer with Wilbur Smith Associates, and Patrick Miller of 2M Associates Landscape Architects will take the feedback they received Saturday and work out the most feasible route.

"What we heard is the clear need for safety for the young and the very old and the people who don't necessarily have automobiles as an option," Miller said after the meeting.

The fears expressed by homeowners are real and should be respected, although research shows that they usually prove to be groundless if a well-designed trail is properly monitored and maintained, Miller said.

Real estate agent Michael Dowdy told those who attended Saturday's session that he has lived in several places with bike trails, and had positive experiences.

"Areas where bike trails have gone in, the property values in those areas are enhanced," Dowdy said.

He urged those worried about the impact of the trail to contact Realtors and law enforcement officials, asking about their experiences with bike trails. "I think you'll have a positive reaction to the answers to those questions," Dowdy said.

Once a final route is identified, possibly with east-west spurs to connect it with local neighborhoods, it will be presented at a special Sonoma Valley meeting of the Sonoma County Bicycle Advisory Committee, said Steven Schmitz, senior planner with Sonoma County Transit.

For more details, contact Schmitz at 585-7516.



The Sonoma Index-Examiner

Vol. 122, Issue No. 34

Sonoma Valley, California

Friday, August 3, 2001

47¢

Route proposed for Valley path

Residents urged to comment at Aug. 9 meeting

By Patricia Henley
ASSISTANT NEWS EDITOR

The details still need to be nailed down, but consultants have come up with what they say is the best potential route for a bicycle and pedestrian pathway through the Springs area.

The "preliminary preferred trail alignment" for the Central Sonoma Valley Trail will be outlined at the next meeting of the Sonoma County Bicycle and Pedestrian Advisory Committee, set for 7 to 9 p.m. Thursday, Aug. 9, at the Sonoma Valley Veterans Memorial Building, 126 First St. W.

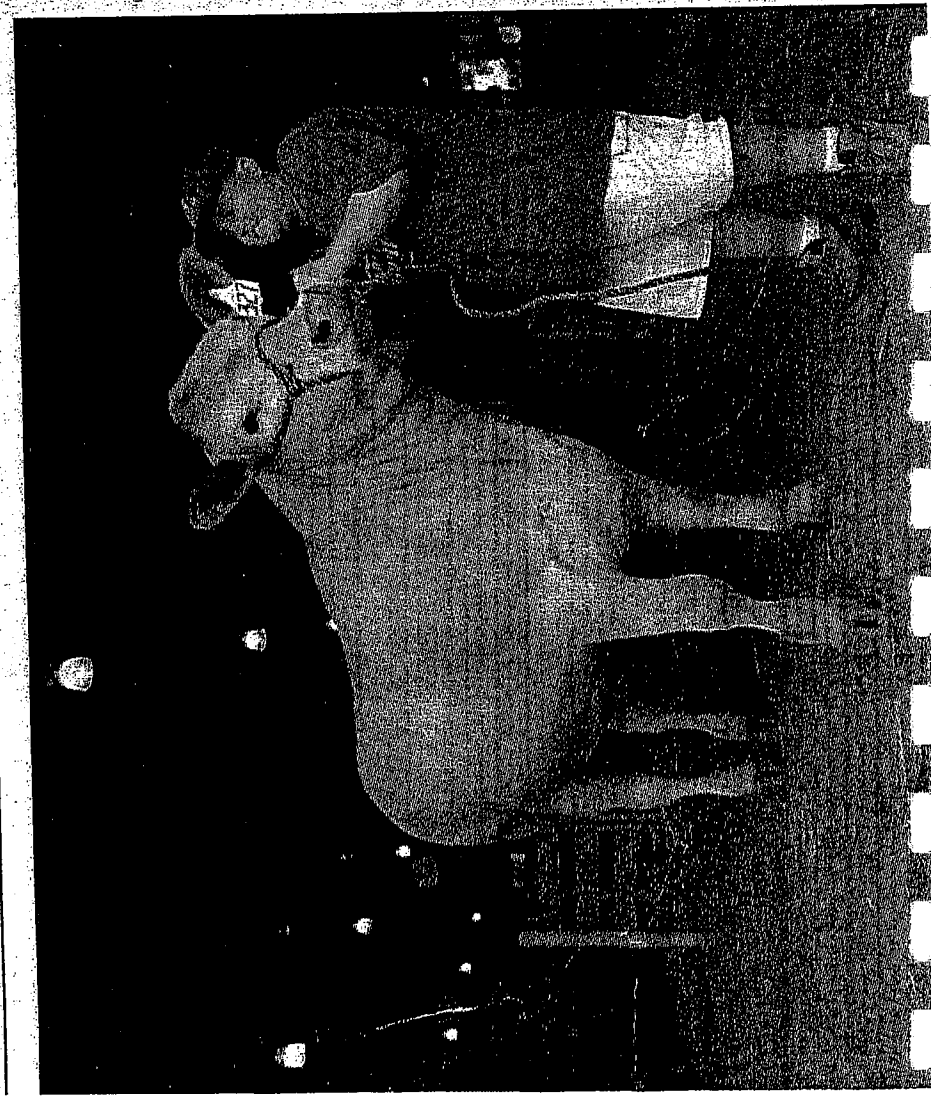
"We strongly encourage anyone

several segments where the county would need to acquire a right-of-way over private property, Schmitz said. In other sections, there is sometimes a choice of public streets that could be followed, or a need to improve intersections and crosswalks to ensure the safety of walkers and bicyclists when they encounter vehicles.

And because of these uncertainties, it's not clear yet how much the trail will cost, how it will be paid for, or how long it will take to build, Schmitz said. First it's necessary to pick a route and decide if it's feasible.

"You can't really seek the funding until you know if the properties are going to be available. It's kind of like the chicken and the egg," Schmitz said.

As envisioned by the county's consultants, the trail would start at



Grant

Continued from A1

is much more conceptual." Demonstrating the effectiveness of fire prevention is difficult. It's hard to show how many fires are being prevented, because prevented fires don't occur," Marler said.

"We want (the project) to be interactive and updateable and if must convey the message of fire protection and fire safety," Marler said.

The funding request would augment money already allocated by the city for the art project.

FEMA's decision on the second grant must be made by Sept. 30, but Marler expects to hear word by the end of this month.

The FEMA fire grant program was started two years ago by the Congressional Fire Service Caucus, which is made up of members of Congress who have special interest in or knowledge about fire protection.

For the record

A story in Tuesday's issue incorrectly identified Social Advocates for Youth (SAY).

To subscribe to the
Sonoma Index-Tribune,
call 938-2215.

Path

Continued from A1

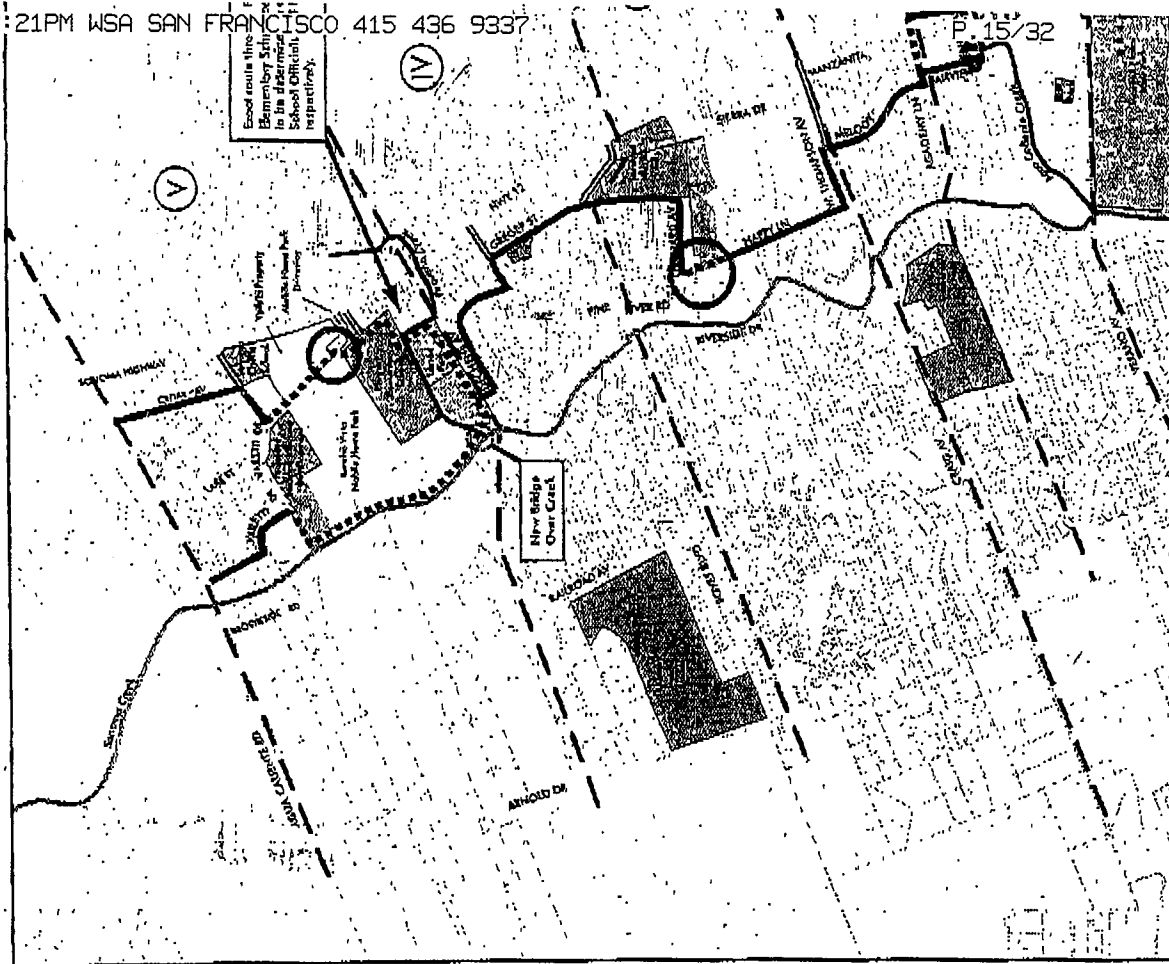
Then it would head north on Melody Lane, west on West Thomson Avenue, and north on Happy Lane to Orchard Avenue (possibly crossing two private parcels). From there it would go east on Orchard and north on Greger Street. Greger was chosen over River Road because Greger is closer to activity centers, has better visibility, and there is already a stop sign at the intersection with Boyes Boulevard.

From there the proposed alignment is west on Lichtenstein and north along Dechene Avenue, heading into Larson Park.

There are two possible routes leaving the park. The first crosses Flowery Elementary School and heads north along the east edge of the proposed Burbank Housing project, west on Valletti Drive and north on Cedar Avenue to Agua Caliente Road. This would require traversing three private parcels.

Alternatively, the trail could cross Sonoma Creek in Larson Park and go north following an existing substandard trail on the east side of the creek, and/or an existing paved access road along the west edge of a mobilehome park, north along the west side of the Burbank project and then up Valletti Drive to Agua Caliente Road.

In the future, "spurs" could



The Sonoma Index Tribune Archives

July 30, 2001

Regional parks free on Saturday

Admission will be free to all of Sonoma County's 38 regional parks on Saturday, Aug. 4, in celebration of August as Outdoor Recreation Month.

The parks located in Sonoma Valley include Maxwell Farms Regional Park on Highway 12 at Verano Avenue and Sonoma Valley Regional Park on Highway 12 in Glen Ellen.

There will also be a free, all-day celebration at Spring Lake Park in Santa Rosa. These events will kick off at 8 a.m. with a 3K/10K run/walk and youth races, followed from 10 a.m. to 4 p.m. by free family activities that will include canoeing and kayaking, a climbing wall, a party jump, face painting, balloons, horse and carriage rides, birds, reptile, mammals, live music and more.

For more information or a guide to the Sonoma County Regional Parks, call 565-2041 on weekdays or visit online at www.sonoma-county.org/parks.



Trail route unveiled on Aug. 9

Although details are not yet available, the proposed route for the Central Sonoma Valley Trail Study will be unveiled at a meeting of the Sonoma County Bicycle and Pedestrian Advisory Committee from 7 to 9 p.m., Thursday, Aug. 9, at the Sonoma Valley Veterans Memorial Building, 126 First St. W.

The trail is intended to provide a north-south bicycle and pedestrian route from Agua Caliente Road south to Verano Avenue, in the area bordered by Highway 12 in the east and Arnold Drive in the west. Officials say creating a continuous path in this area will probably require both on-street and off-street trail segments.

For more information, contact Steven Schmitz at 585-7516.

Kite flying class slated

A free kite flying class will be offered at 3:30 p.m. Tuesday, Aug. 7, at the historic Vallejo Home in Sonoma.

Anyone interested should meet at the parking area on West Spain Street and Third Street West. Arnold Stellema of the Northern California Kite Club will be giving demonstrations and instructions on the art of kite flying.

The Sonoma Kite Event Committee is also offering "Sonoma Fun Fly" from 10 a.m. to dusk on Sunday, Sept. 9. There will be kite flying demonstrations, exhibits, food, entertainment, contests and free kites for kids. Those attending can fly their own kites as well. The event will be held at the Vallejo House in Sonoma.

For more information on either of these events, contact David Wishingrad at

The Sonoma Index Tribune Archives

✓
August 13, 2001

Proposed trail route draws flak

By Patricia Henley Assistant News Editor

8/14/01 - A preliminary plan for a bike and pedestrian path in the Springs area drew several negative comments Thursday night, but county officials said they're glad to hear them.

"We'd rather have the feedback now than a year from now when we're serious about constructing something," said Steven Schmitz, a senior planner with Sonoma County Transit. "This is the time to get feedback so we can nip these concerns in the bud. ... I was glad to see the turnout."

More than 30 people attended the meeting of the Sonoma County Bicycle and Pedestrian Advisory Committee, held in the Sonoma Valley Veterans Memorial Building. Although several audience members criticized the preliminary route as too circuitous for experienced cyclists wanting a direct path through the area, Central Sonoma Valley Trail supporters said that's not the goal.

"It's meant to be a local (path) for a more inexperienced, younger bicyclist. The adult experienced recreational biker who is going 50 miles for a workout ... is going to stay on Highway 12. It's a quicker shot," Schmitz said after the meeting. "The way it's evolving, this is going to be a meandering type of route. For (those) who we expect to use the trail, it will work for them as an alternative to Highway 12."

As currently proposed, the Central Sonoma Valley Trail would be a combination of off-road and on-road sections running from Maxwell Farms Regional Park, on Verano Avenue, north to Agua Caliente Road.

The next step in developing the trail will be to include the information gathered at Thursday's meeting into the plan, and then begin contacting property and business owners along the proposed route to see if there is support for the proposal, Schmitz said.

He expects a final draft plan to be presented to the advisory committee in October or November. Once approved by the committee, the project could be reviewed by the Sonoma County Board of Supervisors by the end of this year. If the project is still drawing criticism, the supervisors would hold another public hearing, Schmitz said.

Developed by consultant Michelle DeRobertis, a traffic engineer with Wilbur Smith Associates, the preliminary trail route was based on local community meetings held in April and May.

"Sometimes we're asked, 'Is it for transportation or recreation?' I try to get beyond that narrow definition," DeRobertis said. "When we plan for roads, we don't ask people 'Are you commuting or are you just out driving your new car?' ... Truly this trail will be used for all trip purposes, just as roadways are used for all trip purposes by motorists."

The preliminary plan still contains several alternative routes. Property owner Nino Vailetti said he thought people would like to use a bike trail in the area, but he objected to a proposed segment heading north from Flowery Elementary School, across his property and then up Cedar Avenue.

"That route doesn't make sense and that is why I am against it. ... The only way you can get it through my property is (an) eminent domain (lawsuit)," Vailetti said.

One resident complained the roads proposed for the trail may have little traffic now, but would be carrying a lot more cars if a proposed low-income rental project is built in the area. Other audience members argued against putting a bike trail on already narrow streets.

DeRobertis said that in some areas, only "bike trail" signs would be added but not painted bike lanes. On other streets, curbs and gutters could be installed if desired.

"The exact design might change from street to street, depending on what the residents of each street want," DeRobertis said.

She added that about 15 feet of right-of-way would be needed for the off-road sections of the trail.

For more information on the proposed route or to comment, contact Schmitz at 585-7516 or e-mail to steven@sctransit.com.

Search for

Word one

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Word three

Maximum stories:

The Sonoma Index Tribune Archives

August 13, 2001

Letters - 8/14/01 - Don't invade private land for bike trail

Editor, Index-Tribune: Re: Proposed bike path - Sonoma Index-Tribune, 8/3/01:

Once again Sonoma, the county and the Index-Tribune are ready to "give away the store" - this time to tourism and the Sonoma Mission Inn.

Like Don Geddes (letters 8/3/01), I have gone up West Thomson and had a large group of cyclists come out from Sierra Drive (all the while ignoring the arterial stop), make a left turn in front of me and give me that perturbed look when I screech to a halt. I have noticed these large groups of cyclists seem to come from the direction of the Sonoma Mission Inn.

I live on Melody Lane - a nice, quiet family neighborhood - where toddlers to teen-agers can play in the street. Now the county proposes to put a bike trail down the middle of our street and Happy Lane - and even "possibly crossing two private parcels." The Index-Tribune presents this to us as if we should consider ourselves lucky. How about the owners of the two private parcels? Are they lucky to have a public easement destroy the value of their property? Are we lucky to have tourists put extra traffic on our street? How about the youngsters who play on our street - are they lucky, too?

The logical route is to continue one more block up Highway 12, left onto West Thomson and right over Sierra Drive (which has fewer residential properties) and on through the SMI parking lot to Boyes Blvd. This is far more convenient for the SMI guests since I doubt that many of them will be continuing on to the Church Mouse, La Luz or Flowery School. The one problem I see is that Sierra Drive needs repaving. I'm sure the county and SMI wouldn't want to lose a tourist in a pothole.

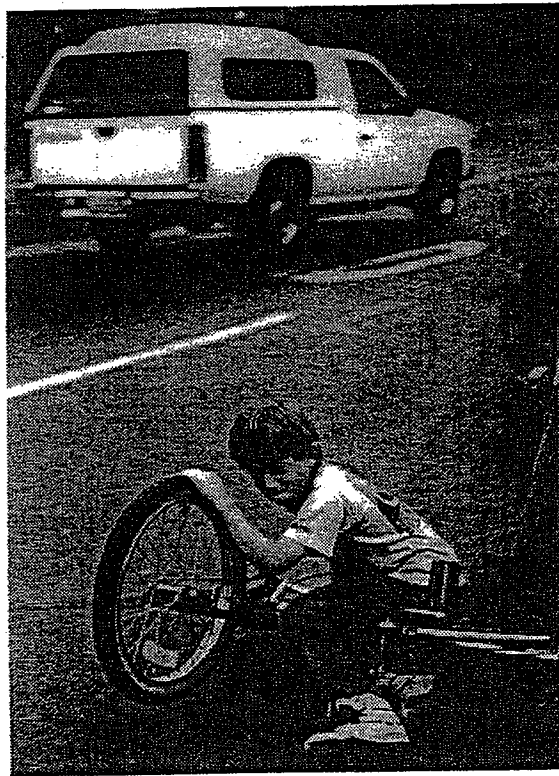
Incidentally, who is going to pay for this? I certainly don't want to pay special assessment taxes for the county to acquire access over private property.

Also, when you are talking about the safety of walkers and cyclists, whom do I sue when I get broadsided coming out of my driveway? (I have the key lot as you enter Melody Lane off West Thomson and it has a terrible blind spot.)

Whatever happened to the right of use and quiet enjoyment?

Sylvia Howarth

The Springs Needs a Safe Pathway!



Help Create a Central Sonoma Valley Trail

The ~~Central~~ Sonoma Valley Trail Task Force
Sponsored by:
The Verano Springs Association and
The Sonoma Valley Trails Committee
P.O. Box 2034 • Boyes Hot Springs, CA 95416
(707) 996-7854

Appendix C

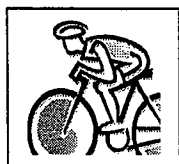
PUBLIC WORKSHOP AGENDAS AND HANDOUTS



**Central Sonoma Valley Trail Study
Public Workshops: April 26, 2001
AGENDA**

PURPOSE: To solicit comments and feedback from the general public regarding potential trail alignments and to discuss any other issues and concerns related to the concept of the proposed trail.

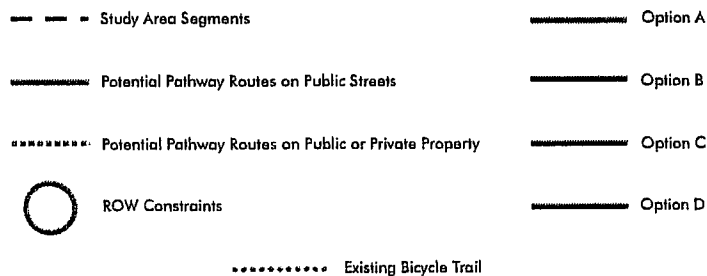
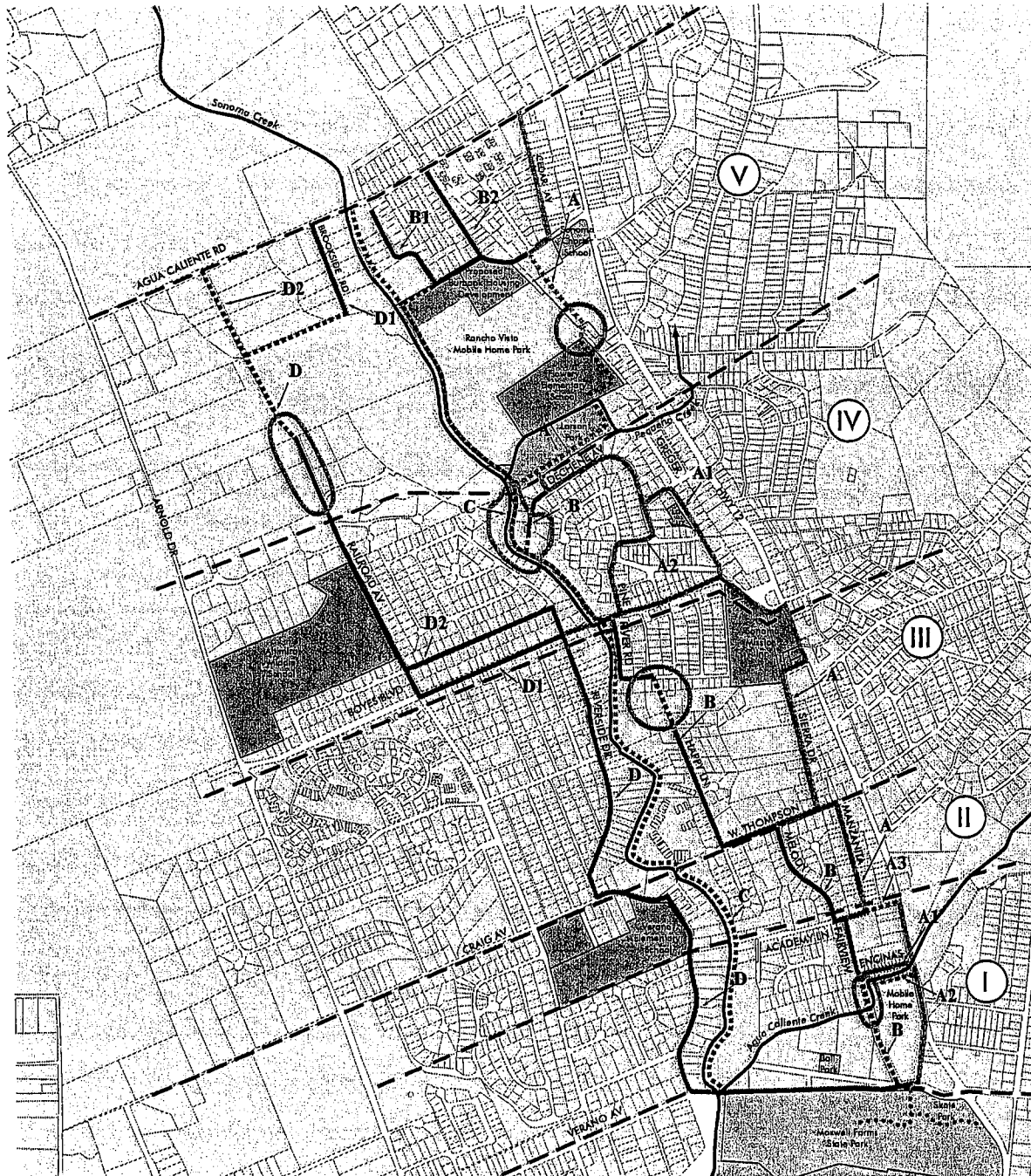
INTRODUCTIONS & OVERVIEW (30 minutes)	<ul style="list-style-type: none"> • Introductions • Purpose • Overview of the Central Sonoma Valley Trail <ul style="list-style-type: none"> • Study Area • Route Alignment Options <ul style="list-style-type: none"> A. Highway 12 Alignment B. MidValley Alignment C. Creek Alignment D. Westside Alignment • Overview of Possible Design Options • Evaluation Criteria • Ground Rules and Process for Questions and Comments
<u>Short Break</u>	
QUESTIONS & COMMENTS (75 minutes)	<ul style="list-style-type: none"> • Public questions, comments, and responses <ul style="list-style-type: none"> • Who would use the trail and how many? • Which overall alignment makes the most sense? • Are there site-specific opportunities or constraints to be considered?
SUMMARY (15 minutes)	<ul style="list-style-type: none"> • What we have heard • Next Steps: Where we go from here • Next meeting: May 19, 2001; 9:30am ; La Luz



Central Sonoma Valley Trail Study
Reunión de trabajo
26 de Abril, 2001
AGENDA

OBJETIVO: Solicitar comentarios y sugerencias del público con respecto a las propuestas de itinerario ciclista y peatonal en el Valle de Sonoma, así como comentar cualquier otro asunto relacionado con la propuesta de itinerario.

INTRODUCCIÓN Y PRESENTACIONES (30 minutos)	<ul style="list-style-type: none">• Introducción• Objetivo• Presentación del <i>Central Sonoma Valley Trail</i><ul style="list-style-type: none">• Área de estudio• Posibles itinerarios:<ul style="list-style-type: none">A. Highway 12B. MidValleyC. CreekD. Westside• Opciones de diseño• Criterios de evaluación• Reglas y procedimientos para hacer preguntas y comentarios
<u>Breve descanso</u>	
PREGUNTAS & COMENTARIOS (75 minutos)	<ul style="list-style-type: none">• Preguntas, comentarios y respuestas del público<ul style="list-style-type: none">• ¿Quiénes son los posibles usuarios del itinerario?• ¿Qué itinerario tiene más sentido?• ¿Cuáles son las ventajas o dificultades que deben tenerse en cuenta?
CONCLUSIÓN (15 minutos)	<ul style="list-style-type: none">• ¿Qué hemos escuchado?• Los próximos pasos: ¿Qué se va a hacer a partir de hoy?• Próxima reunión: 19 de mayo, 2001; 9:30 a.m. ; La Luz



Speaker / Comment Form • Community Workshop #1
Central Sonoma Valley Trail Study
Thursday, April 26, 2001

Please fill in comment form and turn in tonight. If you also wish to ask a question or make a public comment in front of the group, please fill in your name and check yes below, and the general area of your question or comment, and we will call on you.

Name: _____
Street (optional): _____

DO YOU WISH TO SPEAK TONIGHT? ____ YES ____ NO

**Please General Area of Interest /
Check Comment**

Comments

☐

Need for the Trail

☐

Site-Specific Design
Considerations

☐

Environmental
Considerations

☐

Operations and
Maintenance
Considerations

☐

Other

Please use the space below if you have additional comments.

Hoja de Comentarios/Presentación • Jornada de Trabajo #1
Central Sonoma Valley Trail Study
Jueves, 26 de Abril, 2001

Por favor escriba sus comentarios en esta hoja y devuélvala esta noche. Si desea hacer una pregunta o un comentario en público, escriba su nombre y dirección en esta hoja y ponga una cruz a lado de "SÍ". Ponga otra cruz en la casilla que mejor corresponda a su comentario. Entregue esta hoja espere a

Nombre: _____
Dirección (opcional): _____

DESEA HACER UN COMENTARIO EN PÚBLICO ESTA NOCHE?
_____ **SÍ** _____ **NO**

Marque con una cruz	Área de interés / Comentario	Comentarios
<input type="checkbox"/>	Necesidad del itinerario	_____ _____ _____
<input type="checkbox"/>	Consideraciones específicas de diseño	_____ _____ _____
<input type="checkbox"/>	Consideraciones medioambientales	_____ _____ _____
<input type="checkbox"/>	Consideraciones sobre operación y mantenimiento	_____ _____ _____
<input type="checkbox"/>	Otras	_____ _____ _____

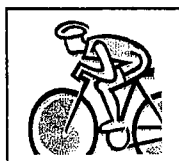
Utilice el espacio inferior para añadir otros comentarios



Central Sonoma Valley Trail Study
Public Workshops: May 19, 2001
AGENDA

PURPOSE: To solicit comments and feedback from the general public regarding potential trail alignments and to discuss any other issues and concerns related to the concept of the proposed trail.

INTRODUCTIONS & OVERVIEW (30 minutes)	<ul style="list-style-type: none">• Introductions• Purpose• Overview of the Central Sonoma Valley Trail<ul style="list-style-type: none">• Study Area• Route Alignment Options<ul style="list-style-type: none">A. Highway 12 AlignmentB. MidValley AlignmentC. Creek AlignmentD. Westside Alignment• Overview of Possible Design Options• Evaluation Criteria• Ground Rules and Process for Questions and Comments
<u>Short Break</u>	
QUESTIONS & COMMENTS (75 minutes)	<ul style="list-style-type: none">• Public questions, comments, and responses<ul style="list-style-type: none">• Who would use the trail and how many?• Which overall alignment makes the most sense?• Are there site-specific opportunities or constraints to be considered?
SUMMARY (15 minutes)	<ul style="list-style-type: none">• What we have heard• Next Steps: Where we go from here• Next meeting: May 19, 2001; 9:30am ; La Luz



Central Sonoma Valley Trail Study
Reunión de trabajo
19 de Mayo, 2001
AGENDA

OBJETIVO: Solicitar comentarios y sugerencias del público con respecto a las propuestas de itinerario ciclista y peatonal en el Valle de Sonoma, así como comentar cualquier otro asunto relacionado con la propuesta de itinerario.

INTRODUCCIÓN Y PRESENTACIONES (30 minutos)	<ul style="list-style-type: none">• Introducción• Objetivo• Presentación del <i>Central Sonoma Valley Trail</i><ul style="list-style-type: none">• Área de estudio• Posibles itinerarios:<ul style="list-style-type: none">A. Highway 12B. MidValleyC. CreekD. Westside• Opciones de diseño• Criterios de evaluación• Reglas y procedimientos para hacer preguntas y comentarios
<u>Breve descanso</u>	
PREGUNTAS & COMENTARIOS (75 minutos)	<ul style="list-style-type: none">• Preguntas, comentarios y respuestas del público<ul style="list-style-type: none">• ¿Quiénes son los posibles usuarios del itinerario?• ¿Qué itinerario tiene más sentido?• ¿Cuáles son las ventajas o dificultades que deben tenerse en cuenta?
CONCLUSIÓN (15 minutos)	<ul style="list-style-type: none">• ¿Qué hemos escuchado?• Los próximos pasos: ¿Qué se va a hacer a partir de hoy?• Próxima reunión: 19 de mayo, 2001; 9:30 a.m. ; La Luz

Speaker / Comment Form • Community Workshop #1
Central Sonoma Valley Trail Study
Saturday, May 19, 2001

Please fill in comment form and turn in tonight. If you also wish to ask a question or make a public comment in front of the group, please fill in your name and check yes below, and the general area of your question or comment, and we will call on you.

Name: _____
Street (optional): _____

DO YOU WISH TO SPEAK TONIGHT? ____ YES ____ NO

Please General Area of Interest /
Check Comment

Comments

☐

Need for the Trail

☐

Site-Specific Design
Considerations

☐

Environmental
Considerations

☐

Operations and
Maintenance
Considerations

☐

Other

Please use the space below if you have additional comments.

Hoja de Comentarios/Presentación • Jornada de Trabajo #1
Central Sonoma Valley Trail Study
19 de Mayo, 2001

Por favor escriba sus comentarios en esta hoja y devuélvala esta noche. Si desea hacer una pregunta o un comentario en público, escriba su nombre y dirección en esta hoja y ponga una cruz a lado de "SÍ". Ponga otra cruz en la casilla que mejor corresponda a su comentario. Entregue esta hoja espere a

Nombre: _____
Dirección (opcional): _____

DESEA HACER UN COMENTARIO EN PÚBLICO ESTA NOCHE?
_____ **SÍ** _____ **NO**

Marque **Área de interés /**
con una **Comentario**
cruz

Comentarios

☐

Necesidad del itinerario

☐

Consideraciones
específicas de diseño

☐

Consideraciones
medioambientales

☐

Consideraciones sobre
operación y
mantenimiento

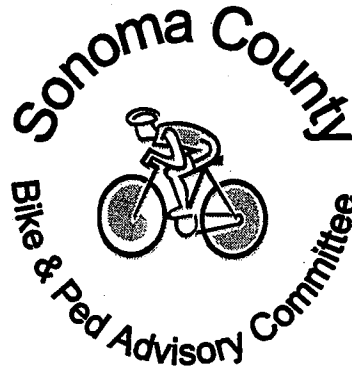
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Otras

Utilice el espacio inferior para añadir otros comentarios

Central Sonoma Valley Trail Study

*** PUBLIC WORKSHOPS ***



The Sonoma County Bicycle and Pedestrian Advisory Committee will be conducting public workshops for the Central Sonoma Valley Trail Study. The purpose of the meetings is to receive comments and feedback from the general public regarding potential trail alignments and to discuss any other issues and concerns related to the proposed trail.

The Central Sonoma Valley Trail is envisioned to provide a north-south bicycle and pedestrian route within the area bordered by Agua Caliente Road to the north, Verano Avenue to the south, Highway 12 to the east, and Arnold Drive to the west. A continuous route through this area will likely require the identification of both on-street and off-street trail alignments.

Public workshops are scheduled at the locations presented below. For additional information, please contact Steven Schmitz, Staff to the Sonoma County Bicycle and Pedestrian Advisory Committee, at (707) 585-7516.

Thursday, April 26, 2001
6:00 PM to 8:30 PM
Boys and Girls Club
Maxwell Farms Reg. Park
Verano Avenue at Hwy. 12

Saturday, May 19, 2001
9:30 AM to 11:00 AM
La Luz Bilingual Center
17560 Greger Street
Boyes Hot Springs

The Central Sonoma Valley Trail Study is funded with Transportation for Livable Communities (TLC) funds through the Metropolitan Transportation Commission and with Transportation Development Act (TDA) funds through Sonoma County Transit. Co-sponsors of the public workshops include the Sonoma Valley Trails Committee, Verano Springs Association, and the Sonoma Valley Chamber of Commerce.

Appendix D

PUBLIC COMMENTS

Public comment was received in numerous ways. Oral comments were made at the public workshop, and the main point was recorded on poster paper. Written comments were received on comment forms (See Appendix B) that were either turned in at the public workshop or mailed in. Finally letters were received on the project. The following pages summarize the oral and written comments. Letters received are at the end of this appendix.

PUBLIC COMMENT WORKSHOP NO. 1 ON APRIL 26TH, 2001

This meeting was attended by about ten people.

Oral Comments

1. Regarding Sidewalks on Highway 12
 - Who is responsible?
 - When will they be happening?
2. Can Segments be mixed and matched? (Yes)
3. How would property be acquired?
4. How to end trail at Agua Caliente?
5. Happy Lane? (Fire/Police)

Written Comments

My question is not on need for the trail, because it is so obvious why Sonoma needs this Central Valley Trail, my question is on safety for the bikers who take the trails at night. Will they be in areas where there is any light?

Sonoma is a perfect place to bike and walk.

Increase the use of bicycles. I would like one (route?) to go to San Francisco. Sufficient space for people (who ride?) bicycles. This is a good option to reduce pollution and (improve your) health.

PUBLIC COMMENT WORKSHOP NO. 2 ON MAY 19TH, 2001

This meeting was attended by 75 people.

Oral Comments

(The residence street or city of speaker is presented first)

1. Happy Lane – no need [for Trail], we know the way, I object.
2. Grove Street - have elderly parents, I am thrilled, they won't drive forever.

3. Real Estate Agent, property values are enhanced (see Sonoma County Philip sales) – as in Boulder CO and other places
4. Clinton Lane/Arnold- -it's been my dream for a project like this, just need a connection, wouldn't care how it looks.
5. Business owner on Highway 12 - I don't agree the connection via Academy Lane to Highway 12.
6. Cedar Drive – it would be a real bonus – cars go too fast, need sidewalk.
7. Solano Avenue, El Verano – Main concern is children's access to schools –support using Sonoma Creek to enhance creek and children's experience.
8. Riverside Drive – Boyes Hot Springs: The creek floods 200' across. Public has right to canoe and walk.
9. Dave Henderson – Sonoma County Trails Committee – Trail should emphasize schools e.g. Alta Mira,. Would alleviate traffic. Need separate pedestrian bridge to connect Alta Mira to eastside of creek.
10. Happy Lane – I live along the creek I support trail but don't want half my backyard taken. In the winter, the creek is a raging river, it does flood.
11. Central Avenue Boyes Springs – traffic and bikes not compatible. Where practical and with willing property owners, I would like to see a creekside trail.
12. Cedar -I am definitely for the trail even if you need to use my front yard.
13. Ellen LaBruz – I want my child to get to school to get to school – 80% of people who come to use La Luz services come on foot.
14. River Road – This road is neglected along with Orchard, people dump things in creek With trail will bring attention to the creek, we will notice each other and it will elevate the level and sense of community. I only walk and use my bikes, I have given up my car.
15. Alta Mira – I commute to Solano, we need a trail, kids need a trail, the trail should go to Glen Ellen.
16. I have kids, 2nd Grader/Kindergarten, my kids bike, my answer today would be no {we do not ride and walk} but I cannot raise my kids in a bubble – they need to be able to bike, we rode from Agua Caliente to Maxwell Park – we only did it once just because it's not a safe way.
17. This trail is really for transportation, kids can use path-, vagrant are there now because no one else is there, trail will bring pluses, majority of trail users will be people who live there.
18. Happy Lane – I would love to see a trail there, I can't imagine a bike trail not being wanted.
19. I support a trail, it's flat and it's easy to bike, I live near the existing trail but north side.
20. Johnson Avenue – I support a trail, it's so dangerous on Highway 12. Kids don't own property and don't vote, but as responsible parents we have to provide eyes for kids who will use path.
21. I drive past Flowery Charter school everyday, it takes 20 minutes to get past all of the cars.
22. I used to live in Davis, I was able to get exercise in doing daily chores.
23. If you look at the trail along the creek, Sonoma Ecology Center and their Watershed project trails and creeks don't always get along.
24. Check with Polly Klaas Foundation or some such to get their opinion on walking to school.
25. Suggest destinations that get people off Highway 12, spurs to pockets parks with cooperation of property owners.
26. Can we have more than one trail?

Written Comments

Ten people submitted written comments.

1. The 30 foot easement on the extension of Railroad Avenue is not continuous, between _ and Agua Caliente Road, it only exists on some parcels. When parcels sell, they must provide an easement but I have no plans to sell, I am running a business.
2. Daniel O'Reilly - It is our obligation as citizens and parents to provide our children with a safe passage to school. A trail will help to relieve congestion on surrounding roads, thus improving the quality of life for the community.
3. Concerned Citizens of Sonoma Creek -We understand the need for a bike path into areas of the Valley. However as property owners we are concerned a creekside trail will cause problems, such as debris coming down (on to the trail?), creek erosion, and the threat to security of our homes, (the trail will run very close to our back entrances, it will make us vulnerable to thieves and break-ins). Also, the proposed trail location is very secluded, and we do not believe it is safe for children.
4. Kathleen Richardson – I like the idea of a bicycle path , but not along Sonoma Creek, it will invite disaster, the creek rises with the rains, it would be difficult to maintain, this location is impractical.

LETTERS RECEIVED- SEE ATTACHED

Many letters were received and are attached. The main topics of the letters were:

1. Opposition to creekside alignment through private property due to security and privacy issues, flooding, maintenance and environmental impacts and the safety issue of children and creeks.
2. Support for the trail in general and a preference for Alignment C – the creekside alignment.
3. Support for the trail as a needed transportation link for those who are dependent on bike and foot.

NORTH BAY FIRE AUTHORITY

FIRE CHIEF
Douglas Williams

DEPUTY CHIEF
John Keane

ASSISTANT CHIEF
Mark D'Ambrogio

*P.O. Box 1029
Penngrove, CA 94951*

May 20, 1998

Michael Cale
1st District Supervisor
County of Sonoma
575 Administration Drive, Rm 100A
Santa Rosa, California 95403

Re: Emergency Vehicle Access - Happy Lane to Orchard Avenue

Dear Supervisor Cale:

The Sonoma Valley Chamber of Commerce has expressed their interest in securing property and establishing a bike/pedestrian easement between Orchard Avenue and Happy Lane.

Fire Authority staff met, at the easement site, with Hal Beck to review the Chambers proposal. Besides the benefits that this easement would provide the public, it also has the potential to serve as an "Emergency Vehicle Access" road providing a direct fire suppression benefit. An "EVA" would provide the Valley of the Moon Fire Protection District with alternate access in and out of the Happy Lane area during emergency incidents.

Your favorable consideration of this proposal will be appreciated. Should you have any questions, please do not hesitate to contact me at 996-1002.

Very truly yours,



John F. Keane

Deputy Chief

North Bay Fire Authority

cc: Hal Beck
Sonoma Valley Chamber of Commerce



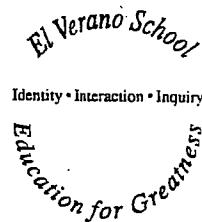
Sonoma Valley Unified School District

El Verano School

P.O. Box 430, El Verano, CA 95433

(707) 935-6050 Fax (707) 935-4255

Bob Dahlstet, Principal



February 9, 1999

Sonoma County Bicycle & Pedestrian Advisory Committee
Attention: Steven Schmitz, Staff
355 West Robles Avenue
Santa Rosa, CA 95407

Re: TLC Planning Grant for Central Sonoma Valley Trail

SCB&P Advisory Committee:

El Verano School strongly supports your application for a regional Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our community, both for recreational and transportation uses. In particular, our children need a safe route between their homes, our two community parks, our schools, and our new Boys and Girls Club facility.

We understand that a feasibility study is a critical first step towards the eventual funding and construction of the Trail, and will lend whatever support we can to the planning process.

Thank you for pursuing this funding. We look forward to working in partnership with the Committee to make this project a reality.

Sincerely,

Bob Dahlstet
Principal



California Distinguished School

El Nido Teen Center

17417 Sonoma Highway
P.O. Box 2053
Boyce Hot Springs, CA 95416
(707) 939-1452

Steven Schmitz
Sonoma County Bicycle and Pedestrian Advisory Committee
355 West Robles Avenue
Santa Rosa, California 95407

Steven Schmitz:

February 12, 1999

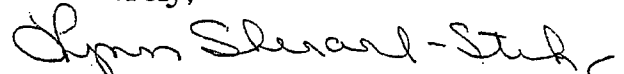
El Nido Teen Center strongly supports your application for a regional Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

Boyce Hot Springs, El Verano, Fetters Hot Springs and Agua Caliente desperately need safe pedestrian and bicycle pathways. Currently there is no safe route between the parks, schools, shopping and places like La Luz and El Nido Teen Center which offer services to those who live in the area, some of whom have transportation problems.

Organized walkways and bike paths will support a healthy lifestyle, encourage community interaction and provide safe alternatives to car/bus transportation.

Thank you for pursuing funding for this project, we appreciate being part of the process in making this dream a reality.

Sincerely,



Lynn Sherard-Stuhr, BS, RNC
Executive Director

CC: USA



Sonoma Valley Unified School District

Flowery School

17600 Sonoma Highway
Sonoma, CA 95476
(707) 935-6060
(707) 935-6061
Fax (707) 935-4256

Michael Babb, Principal

STAFF:

Dorothy Abbott
Kathy Abela
Debra Bacher
Grant Bodwell
Linda Bodwell
Suzanna Bon
Pam Brown
Karen Busterna
Doris Estudillo
Kevin Evans
Marcia Ford
Barbara Goldstein
Bob Gossett
Dennis Housman
Judith Hurley
Sylvia Jimenez-Martin
Suzanne Kwasneski
Renee Lamborn
Angela Lobsinger
Toni Neubacher
Maria Peña
Anna Pier
Donna Presti
Nancy Tabor
Jim Toner
Anne Watson
Jane Westberg
Barbara Westlake

Genevieve Barajas
Isabel Bardeen
Cheryl Brown
Joan Bruni
Jose DeHaro
Carol DiGiulio
Martha Drittenbas
Gisela Flatt
Barbara Graziani
Rita Hensic
Cindy Hingtgen
Karen Kiser
Barbara Lacy

Diane Lunny
Dede Pels
Antonio Pereira
Lida Pulido
Susan Rolling
Bonnie Stockton
Pauline Stockton
Judy Toulze

February 16, 1999

Sonoma County Bicycle & Pedestrian Advisory Committee
Attn: Steven Schmitz, Staff
355 West Robles Avenue
Santa Rosa CA 95407

Re: TLC Planning Grant for Central Sonoma Valley Trail

SCB&P Advisory Committee:

Flowery School strongly supports your application for a regional Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our community, both for recreational and transportation purposes. Our students are often forced to use Highway 12 as a route to school. This road has no sidewalks, and no shoulder in some places. Our children need a safe route between their homes, the three schools in our area, the parks, and the new Boys & Girls Club.

We understand that a feasibility study is a critical first step towards eventual funding and construction of the Trail, and will lend whatever support we can to the planning process.

Thank you for pursuing this funding. We look forward to working in partnership with the Committee to make this project a reality.

Sincerely,

Michael Babb, Principal

SONOMA COUNTY
MERIT AWARD
1991



CALIFORNIA
DISTINGUISHED
SCHOOL
1989, 1993



Verano Springs Association

March 20, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Central Sonoma Valley Trail TLC Planning Grant

Dear Mr. Dahms:

The Springs desperately needs a safe pedestrian and bicycle pathway through our community, both for recreational and transportation uses. Our residents need a safe route between their homes, our two community parks, our three schools, resident-serving businesses, employment centers, and our new Boys and Girls Club.

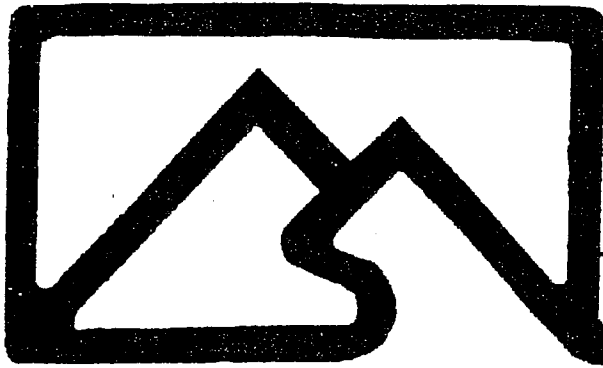
Several of our board members have devoted lots of time and effort towards building a coalition of businesses, community organizations, and concerned residents to support the planning of this trail, because it is vital to the quality of life and community spirit in the Springs.

How can we impress upon you the dire need for this community pathway and the broad support that has developed around it? All we can offer is an invitation to come and visit our community, to walk the route and compare it to Highway 12 (our only through-route in the Springs).

Mr. Dahms, the passion for revitalizing our community is growing, and we hope that you and the MTC can be part of it.

Sincerely,

Penny Hartman
President



SONOMA VALLEY TRAILS COMMITTEE

P.O. BOX 483, EL VERANO, CA 95433

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA
95422

Dear Mr. Dahms,

The members of the Sonoma Valley Trails Committee, representing residents, business owners, property owners and neighborhood associations, strongly support your application for a Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

Our group has been working toward the establishment of the Central Sonoma Valley Trail as a safe alternative for bicyclists, walkers and children to access our community parks, schools, the established City of Sonoma bicycle and walking trails, and public transportation, without the dangerous transit of Highway 12 from the communities of Agua Caliente, Boyes Springs, El Verano and unincorporated areas to the North. We are committed to the enhancement of our community and the safety of our children that such a trail will bring.

We understand that a feasibility study is the next step toward the funding and construction of such a trail and will provide seed money and public support to the planning process.

We appreciate your pursuit of this funding. We are sincerely committed to the success of this project and will work in partnership with the TLC program and the MTC to make it a reality.

Respectfully Submitted,

Jonathan R. Miles,
President
March 22, 2000

Transportation Land-Use
COALITION

Santa Rosa CA 95404

March 22, 2000

Steering Committee: Jerry Bernhaut, Dick Day, George Ellman, Neil Ferguson, Lionel Gambill, May Huddleston, Bill Kortum, Don Sanders, Len Swensen,
Rick Theis, Chair, Joel Woodhull

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth St.
Oakland CA
94607

Dear Mr. Dahms,

The Sonoma County Transportation Coalition is a group of citizens who are concerned about the ability of the residents of our county to have a reasonable level of mobility now and in the future.

We are very pleased to hear of the citizen efforts in the Sonoma Valley to create a pedestrian and bicycle pathway through the central part of its developed area (Central Sonoma Valley Trail). As you are aware, there is little ability to move around in that part of the Sonoma Valley without having to be on Highway 12. As such there is a continuing hazard to all the residents who would use it.

We are very supportive of the efforts being made via this proposal to obtain a planning assistance grant from the Metropolitan Transportation Commission. Clearly, the citizens effort to spearhead this proposal is important, but we are aware of the need for considerable technical advice and help that can only be provided by professionals in this field.

On that account, we urge you to communicate the extent of our interests to the Commission. We would be pleased to write them directly if you feel it is desirable.

Sincerely,

Rick Theis, Jr.
Rick Theis, Chair

trans\SVTrail.txt

COUNTY OF SONOMA
BOARD OF SUPERVISORS
575 ADMINISTRATION DRIVE, RM. 100A
SANTA ROSA, CALIFORNIA 95403

(707) 565-2241
FAX (707) 565-3778

EEVE T. LEWIS
COUNTY CLERK



MICHAEL J. CALE
FIRST DISTRICT SUPERVISOR

mcale@sonoma-county.org

March 23, 2000

Mr. Lawrence Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Central Sonoma Valley Trail TLC Planning Grant

Dear Mr. Dahms:

The County of Sonoma is committed to supporting transportation solutions that will improve the livability of the Boyes Springs area north of the City of Sonoma.

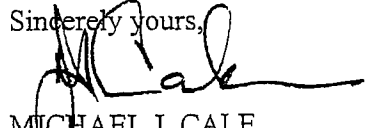
We are currently focusing our attention on redevelopment of the commercial heart of this district along Highway 12, installing sidewalks, bicycle lanes, and other street scape improvements.

The Central Sonoma Valley Trail is a key component of this community revitalization effort, and we need the MTC's support to pursue the planning and engineering phase of the project.

Our Transportation & Public Works Department, Parks Department and Redevelopment Agency support this project and are prepared to work with the community to construct the trail.

I feel that we couldn't have a stronger coalition of community and government agencies who are devoted to the success of this effort, and hope that the MTC will participate by providing a TLC Planning Grant for the project.

Sincerely yours,


MICHAEL J. CALE
First District Supervisor

MJC:cm:9976

cc: Regional Parks, Public Works
Verano Springs Association

STANDING COMMITTEES:
REVENUE AND TAXATION, CHAIR
BUDGET & FISCAL REVIEW
EDUCATION
ENVIRONMENTAL QUALITY
GOVERNMENTAL ORGANIZATION
VETERANS AFFAIRS

California State Senate

SENATOR
WESLEY CHESBRO
SECOND SENATORIAL DISTRICT

SELECT COMMITTEES:
CALIFORNIA'S WINE INDUSTRY,
CHAIR
DEVELOPMENTAL DISABILITIES
& MENTAL HEALTH, CHAIR
MOBILE & MANUFACTURED
HOMES, MEMBER



March 29, 2000

Lawrence Dahms, Executive Officer
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

RE: Central Sonoma Valley Trail Transportation for Livable Communities Planning Grant

Dear Mr. Dahms:

I am writing in strong support of the effort of a coalition of community groups and governmental agencies to secure planning grant assistance from the MTC for the Central Sonoma Valley Trail.

According to the project proposal, the Trail will offer significant benefits to the community, including safety for students and residents, economic development, enhanced community pride and stronger environmental stewardship. This project is coming from the grass roots of the Sonoma Valley community and deserves to have its potential fully analyzed.

The first step in the creation of the community resource will be the completion of the planning and design. MTC's support through grant assistance will provide the strong base from which the community may proceed to complete this incredible effort.

I strongly urge MTC to consider funding the grant proposal for the Central Sonoma Valley Trail project. Thank you for your consideration. If I can provide any further information, please call me.

Sincerely,

A handwritten signature of Wesley Chesbro in dark ink.

WESLEY CHESBRO
Senator, 2nd District

WC:jl



SONOMA VALLEY UNIFIED SCHOOL DISTRICT

721 West Napa Street • Sonoma, California 95476
(707) 935-6000 FAX (707) 935-4276

BOARD MEMBERS

Niels Chew
Ed Davis
David Reber
Brian Shepard
Catherine Stone

Marilyn P. Kelly, Ed. D.
Superintendent

March 29, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: TLC Planning Grant for Central Sonoma Valley Trail

Dear Mr. Dahms:

The Sonoma Valley Unified School District strongly supports the application for a Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our community, not only for recreational and transportation uses, but also for students who attend our schools in that area. You can imagine the great concern we have for students who walk to school along Highway 12. A safe pedestrian and bicycle pathway would be of great benefit to the whole community.

We understand that a feasibility study is a critical first step towards the eventual funding and construction of the Trail, and will lend whatever support we can to the planning process.

Thank you for your consideration of the application prepared by the County of Sonoma and our community.

Sincerely,

Catherine L. Stone
President, Board of Trustees

City of Sonoma

Police Department

175 First Street West
Sonoma, California 95476



March 29, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: TLC Planning Grant for Central Sonoma Valley Trail

Dear Mr. Dahms:

The Sonoma Police Department strongly supports the application for a Transportation for Livable Communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our growing community, both for recreational and transportation uses. This trail will assist in reducing the traffic conflicts between vehicles and pedestrians as they maneuver through the Springs area. I understand this trail will provide a safe avenue for better access to Maxwell Farms Park and the Sonoma Valley Boys and Girls Club. This trail will also connect with the existing pedestrian pathway in the City of Sonoma. This connection will enhance the current use of this trail system.

We understand that a feasibility study is a critical first step towards the eventual funding and construction of Trail, and will lend whatever support we can to the planning process.

Thank you for your consideration of the application prepared by the County of Sonoma and our community.

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Gurney", is written over a circular stamp.

John P. Gurney
Chief of Police

cc: Pam Gibson, City Manager

Community Matters!

RESILIENT COMMUNITIES INITIATIVE

March 29, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: TLC Planning Grant for Central Sonoma Valley Trail

Dear Mr. Dahms:

Community Matters! -- The Resilient Communities Initiative / Sonoma Valley (RCI/SV) strongly supports the application for a Transportation for Livable Communities Technical Assistance Planning Grant to fund a feasibility study for the Central Sonoma Valley Trail.

The need for a safe pedestrian and bicycle pathway, off Hwy. 12, is essential for the "Springs" community. Currently, Hwy. 12 serves as "Main Street" for the 12,000(+) residents and visitors to this area of the Valley of the Moon... many do not have, or choose to use, motor vehicle transportation.

Timing is perfect to look at alternative routes for safe travel through the Springs -- for both residents and tourists. Seven days a week during waking hours, it is common to see 50 to 100 people on this highly-trafficked thoroughfare... dodging traffic to cross the highway... traveling from the grocery store with bags and baby carriages... children on foot/bikes going to and from school and the new Valley of the Moon Boys and Girls Club... families walking/biking for exercise -- many people struggling to get where they want or need to go safely, often without the benefit of sidewalks and crosswalks.

Mr. Dahms, this is a critical need in our community. There have been far too many injuries and accidents related to unsafe conditions. A feasibility study will clearly show the need for the Central Valley Trail. We understand that it is a critical first step towards the eventual funding and construction of the Trail and RCI/SV will lend whatever support we can in the planning process.

Thank you, in advance, for your serious consideration of the application prepared by the County of Sonoma and the Springs community.

Most Sincerely,



Julie Zak
Community Matters! Coordinator
The Resilient Communities Initiative / Sonoma Valley

Post Office Box 896, Boyes Hot Springs, CA 95416 / Phone 707-935-8111 - Fax 707-935-8811

Sonoma Valley Chamber of Commerce

March 30, 2000

Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Dear Mr. Dahms:

I am writing in support of the County of Sonoma application for a Transportation for Livable Communities technical planning assistance grant. The grant would fund a feasibility study of the Central Sonoma Valley Bikeway.

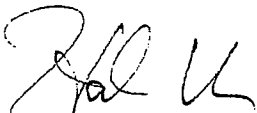
Our proposed bikepath is an off-highway transportation opportunity that would primarily serve the middle and low income communities of El Verano, Boyes Hot Springs, Fetters Hot Springs and Agua Caliente. This is an unincorporated area with a population of about 16,000, double that of the adjacent City of Sonoma. The children of these lower income and single parent families walk or bicycle along the CalTrans neglected, pedestrian hostile Highway 12 mainstreet to school, to recreate and to shop. The new route would provide safe access between the neighborhoods and to and from three elementary schools, several parks, the Boys and Girls Club, El Nido Teen Center, various shopping areas, businesses, and the movie theatre.

The Central Valley Bikeway will also reduce traffic, since our affluent families now shelter their broods from unsafe conditions by chauffeuring and congesting. Ever notice how much less traffic there is when school is out?

The pending application effectively outlines the need and local support for the project. Please note that the Sonoma Valley Chamber of Commerce and several community groups have agreed to financially contribute to the effort should the application be favorably received by the Commission.

Thank you in advance for your consideration, and I would be happy to supply any additional information you might require.

Sincerely,



Hal Beck
Executive Director

cc. Steven Schmitz, Sonoma County Transit



United Way

BOYS & GIRLS CLUB

VALLEY OF THE MOON

March 30, 2000

Mr. Lawrence D. Dahms
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Central Sonoma Valley Trail

Dear Mr. Dahms,

The Valley of the Moon Boys and Girls Club strongly supports your application for a regional Transportation for Livable communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our community, both for recreational and transportation uses. In particular, our children need a safe route between their homes, our two community parks, our schools, and our new Boys and Girls Club facility.

We understand that a feasibility study is a critical first step towards the eventual funding and construction of the Trail, and will lend whatever support we can to the planning process.

Thank you for pursuing this funding. We look forward to working in partnership with the Committee to make this project a reality.

Sincerely,

Fran Meininger
Executive Director

By motion of the Executive Committee

cc: Mark Bramfitt, Central Sonoma Valley Trail Task Force
Steven Schmitz, Sonoma County Transit

March 30, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Grant for Central Sonoma Valley Trail

Dear Mr. Dahms,

Becoming Independent in Sonoma Valley strongly supports the application for a regional transportation for livable communities technical planning assistance grant to fund a feasibility study for the Central Sonoma Valley Trail.

The Springs area desperately needs a safe pedestrian and bicycle pathway through our community, both for recreational and transportation uses. In particular, our children need a safe route between their homes, our two community parks, our schools, and the Boys and Girls Club facility.

There are several homes in the springs area which assist adults with developmental disabilities in leading healthy lives. These homes have been in existence for many years and their residents have become active members of the community. Most people with developmental disabilities are unable to drive and have to rely on public transportation and walking to access their community. These people have the right to have safe access to the facilities that exist in the Springs area.

I understand that a feasibility study is a critical first step towards the eventual funding and construction of the trail and will lend whatever support we can to the planning process.

Thank you for pursuing this funding. I look forward to working in partnership with the committee to make this project a reality.

Sincerely,



Carin Lawrence
Project Director

577 Fifth Street West
Sonoma, CA 95476
Phone (707) 996-5988
FAX 935-7861

COMMITTEES:
Chair, SELECT COMMITTEE
ON CALIFORNIA WINE

MEMBER:
AGRICULTURE
APPROPRIATIONS
ENVIRONMENTAL SAFETY
& TOXIC MATERIALS
GOVERNMENTAL ORGANIZATION
JUDICIARY
RULES

Assembly California Legislature

PATRICIA WIGGINS
ASSEMBLYMEMBER, SEVENTH DISTRICT

April 4, 2000

Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA, 94607

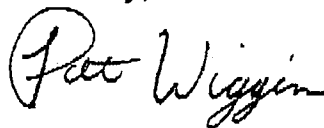
Dear Mr. Dahms,

I am pleased to write in support of the Sonoma County Transportation Department's request for a Transportation for Livable Communities grant. The funds will be used to plan a Central Valley Trail for the Springs area of Sonoma Valley.

The Central Valley Trail is a key component of the Springs community revitalization project. The support of the Municipal Transportation Commission will allow for the planning and engineering of the project.

When completed, the Central Valley Trail will provide safe routes to the four schools in the area. The trail will also provide an alternative to State Highway 12. Highway 12 is now the main auto and pedestrian artery through the community. Shifting bicycles and pedestrians off the State Highway is an important and critical first step toward creating sustainable and livable communities.

Sincerely,



PAT WIGGINS
Assemblymember, 7th District

- ☐ STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 319-2007
(916) 319-2107 FAX
- ☐ DISTRICT OFFICES
- ☐ 50 D STREET, SUITE 301
SANTA ROSA, CA 95404
(707) 546-4500
(707) 546-9031 FAX
- ☐ 640 TUOLUMNE STREET
SUITE B
VALLEJO, CA 94590
(707) 649-2307
(707) 649-2311 FAX
- ☐ 1040 MAIN STREET
SUITE 101
NAPA, CA 94559
(707) 258-8007
(707) 258-8205 FAX

PW:lj

CENTRAL SONOMA VALLEY TRAIL TASK FORCE

April 4, 2000

Mr. Lawrence D. Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: **TLC Planning Grant for Central Sonoma Valley Trail:**
Sonoma Valley Citizens Advisory Commission Resolution of Support

Dear Mr. Dahms:

Attached is a copy of a portion of the minutes of the November 8, 1999 meeting of the Sonoma Valley Citizens Advisory Commission.

At this meeting, the SVCAC unanimously passed a resolution in support of the Central Sonoma Valley Trail, given the potential for reducing traffic in the congested Highway 12 corridor through the Springs, the provision of a safe route for pedestrians and cyclists through the community, and the enhancement of the quality of life for residents of the Springs and the Sonoma Valley as a whole.

The SVCAC is made up of appointees named by the City of Sonoma Council and the Sonoma County First District Supervisor. Commissioners are charged with seeking input from the Sonoma Valley community on development and other issues, and issuing recommendations to the City and/or County.

If you would like an official communication from the SVCAC on this matter, please contact me at (707) 935-6271. I am an SVCAC Commissioner, and served as Secretary for the meeting noted above.

Sincerely-



Mark Bramfitt
Member, Central Sonoma Valley Trail Task Force

A RESOLUTION OF THE SONOMA VALLEY CITIZENS COMMISSION
SUPPORTING THE DEVELOPMENT OF A CENTRAL SONOMA VALLEY TRAIL

WHEREAS

A walking and bicycle path would connect with the existing pathway in the City of Sonoma at its end near Verano Avenue, and would traverse many of the existing streets west of Highway 12, it would provide a much safer route for pedestrians and bicyclists than presently exists, and

WHEREAS

The area needs a safe bicycle and pedestrian path that will provide for getting the children of the area to and from their schools, and

WHEREAS

getting existing pedestrian and bicycle traffic off of Highway 12 would increase the safety for motorists and the users of the path, and

WHEREAS

this path would provide safe access to shopping areas, parks and neighborhoods for the residents of El Verano, Boyes and Fetters Hot Springs and Agua Caliente, it would provide an enhancement of the quality of life for the residents of the area, and

WHEREAS

walking and bicycling is considered one of the most significant methods that can improve the health of the inhabitants of the area, it can provide the community with an economical and safe way to exercise, and

WHEREAS

a significant part of the economic value of this Valley stems from tourism, it would provide a even more delightful place to visit,

NOW THEREFORE,

This Commission strongly supports the completion of this trail.

December 8, 1999

99\resolve

Page 1
052

May 25, 2001

Steven Schmitz

County Transit

355 W Robles Ave

Santa Rosa CA 95407

I have lived on the creek

since 1955. The backyard

of our house at that time

fronted the creek. In winter

the creek's waters came perilously

close to our backdoor. The

water was full of debris. We were

too frightened to remain in that

house. so we built our present home
that faces Riverside Drive.

I think that bicycle Paths in general
are good but to use Sonoma Creek
as a site seems to invite disaster
How in the world could such a Path
be maintained during winter months.
What assurance would we have
that it would be maintained. The
Sonoma Transit is hard pressed to
manage its present programs. How
could they then undertake a
Program of this magnitude.

The environmental
impact would be disastrous.

I seriously doubt if this

Process Plan would ever be finished,

Bicycle Path - yes

Creekside Bicycle Path no.

There is a limit to the Patience
of taxpayers.

Kathleen Richardson
18719 Riverside Dr.

Sonoma, CA 95476

May 27, 2001

Steven Schmitz
Sonoma County Transit
355 W. Robles Ave.
Santa Rosa, CA 95407

* NO RETURN
ADDRESS.

Dear Mr. Schmitz:

As longtime Sonoma residents we understand the need for extension of the bike path into the El Verano, Boyes and Agua Caliente area of the Valley. As longtime creekside property owners we can assure you that the creek alignment is not welcome by many of us. It is not only impractical; in many areas of the creek it doesn't even seem possible. Are any of the path planners familiar with Sonoma Creek's water level in wet winters, the speed with which it travels and the immensity of debris coming down? Are you aware of the amount of bank erosion in some areas of the creek? Some of us have tried to stabilize our parts of the banks only to sustain more erosion the next bad winter.

Another issue for us is security — our security and that of others also. In many cases, a creekside path would have to be at our backdoor. The resulting loss of privacy and security would be devastating. Some of us have been broken into and robbed several times. The Sheriff will tell you that creekside residents are particularly vulnerable — the isolation of the creek makes it easy for thieves to get in/out of our homes without being seen. We do not agree that more people coming thru the area in an "organized fashion" would increase our security! Tell that to someone who doesn't live in a secluded creekside setting. Regarding secluded areas, how many parents would be comfortable with their children biking to school thru a pretty but very secluded area? Things are not like in times past. There are too many things happening today to children.

Concerned residents of Sonoma Creek

June E. Osbourn

912 Caton Ct.

Sonoma, CA 95476

juneo6549@hotmail.com

(707) 938-0364

May 31, 2001

Mr. Steven L. Schmitz
Senior Planner, Sonoma County Transit
355 West Robles Avenue
Santa Rosa, CA

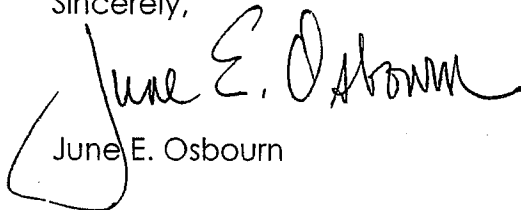
Dear Mr. Schmitz,

I am writing in regards to the proposed bike path from Verano Ave. to Agua Caliente Rd. in Sonoma Valley. While my family lives just north of this area (just south of Madrone Rd.), I and many walkers/bicyclists I have met in 25 years in this valley applaud and eagerly await an extension of the bike path through the valley.

Personally I would strongly prefer Option C for the route. I have heard of the national organization, "Rails to Trails" and hoped that in my lifetime there could be a bike bath that followed the old railroad track through the valley all the way up to Santa Rosa. Could the railroad right-of-way be used for all or a portion of the proposed bike path? I realize that with so many property owners any bike path is a complex issue.

Thank you for working on this important project, I and many others will be looking forward to further developments.

Sincerely,

A handwritten signature in black ink that reads "June E. Osbourn". The signature is fluid and cursive, with the first name "June" being more prominent. Below the signature, the name "June E. Osbourn" is printed in a standard font.

June E. Osbourn

June 3, 2001

Steven Schmitz
Sonoma County Transit
355 W. Robles Avenue
Santa Rosa, CA 95407

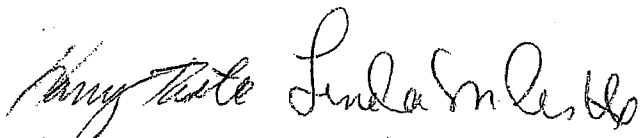
Dear Mr. Schmitz,

We are writing to you to express our concern over the possibility of a bike trail along the Sonoma Creek. We were unable to attend the May 19th meeting since it was our daughter's wedding day.

We feel the creek area is a dangerous place for unsupervised children. What child can resist going to look into the water, wading in the creek on a hot day or chasing something drifting in the waters. Even a high fence would not deter a determined child.

There has to be a safer walkway from El Verano to Boyes Springs. We will do everything in our power to keep that walkway from the creek area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Harry and Linda Tistle".

Harry and Linda Tistle
18927 Riverside Dr.
Sonoma, CA 95476

September 10-2001
Sonoma County Bicycle & Recreation Advisory Committee
Re: path on my property.

I told the Boyes Springs Association and Mr. Kals a couple of years ago that I would not let a bike path be constructed on my property. I also told Mr. Schmitz the same thing when I called him a few weeks ago.

Believe me, I will take any and all means to insure that my property is not raped and its value reduced by such a ludicrous proposal.

This is my home and I will never assent to it becoming a thoroughfare for a special interest group.

RECEIVED

SEP 11 2001

SONOMA COUNTY TRANSIT
BY: _____

Shirley M. Smith

P.O. Box 1727

Boyes Hot Springs, Ca. 95416

9-10-01

Sonoma County Bicycle & Pedestrian Advisory Comm.

I received your letter on the proposed Bike pass trail to go down Fairview Ln and through the Encinas development to Hwy 12. I am very much against this. # one Fairview Lane is a private Lane own by the people who own homes on it. We also have too many cars on this lane & cars driving on it to have to put up with Bikes going up and down it. There are times when all the cars from the apt. & duplexes that you can even get a fire truck down it or two cars at the same time plus all the children who live in them. I feel bikes would be a danger to them. We also have to take care of the road repairs our self & pick up all the Party garbage that is thrown over the fence from Encinas development without have to pick up after all the Bicycle & Pedestrian that would be using it. I am very much opposed to this and will do all I can to stop it. I feel that it should be put at the end of Academy Ln. everyone already use that lane as it is, as a short cut. People walk and ride bikes through their all the time to get over to Hwy 12 & up to Verano Ave & Maxwell Park. Sorry but I will fight this project.

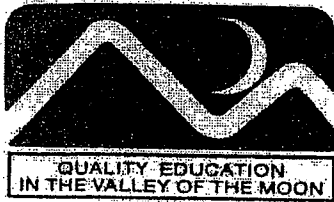
Mr. & Mrs.

J. J. Lora (wife)
of Fairview Lane.
(128 FAIRVIEW LANE)

RECEIVED

SEP 12 2001

SONOMA COUNTY TRANSIT
BY: _____



SONOMA VALLEY UNIFIED SCHOOL DISTRICT

721 West Napa Street • Sonoma, California 95476
(707) 935-6000 FAX (707) 935-4276

BOARD MEMBERS

Reginald Alexander
Bill Hammett
Sandra Lowe
David Reber
Brian Shepard

D. Kim Jamieson, Ed. D.
Superintendent

September 27, 2001

Steven Schmitz
Sonoma County Bicycle and Pedestrian Advisory Committee
Sonoma County Transit Administration
355 W. Robles Ave.
Santa Rosa, CA 95407

RECEIVED

OCT 11 2001

SONOMA COUNTY TRANSIT
BY: _____

Re: Central Sonoma Valley Trail

Dear Steven Schmitz:

The Facilities Cabinet of the Sonoma Valley Unified School District met on September 20, 2001 and reviewed your letter of September 6, 2001 for the above referenced project. The project calls for the routing of the planned bike path onto and through the campus of Flowery Elementary School. District concerns center on the impact of such a route on the safety and security in the overall operation of Flowery School.

The planned trail would increase public access onto and through an elementary school site. Such access would be largely unsupervised and uncontrolled, and to the extent that trail access occurred during school hours, would bring a flow of pedestrian traffic into contact with the school community during its normal hours of operation.

Our Board Policy 1250, based on California Education Code 35160 and section 627.2 of the Penal Code requires all visitors to a school campus to register with the school administrator or appropriate designee. The purpose of this policy is to ensure that school staff has accurate knowledge as to who is on the school campus at any given time. Such knowledge is a critical element in ensuring the safety of the students on any campus. We believe that the creation of a pedestrian trail through an elementary school campus would severely compromise our ability to provide the necessary level of safety and security for our students.

We appreciate your understanding of our concerns regarding this matter.

Sincerely,

Ashley Halliday
Director of Facilities Planning

Cc: D. Kim Jamieson, Ed.D. Superintendent
Steve Collins, Interim Principal, Flowery School

The MISSION of the Sonoma Valley Unified School District is to educate and inspire all students for full participation in a changing, global society through quality learning experiences that promote individual excellence.

RECEIVED

OCT 10 2001

SONOMA COUNTY TRANSIT
BY: _____

10/9/01

Sonoma County Bicycle & Pedestrian Advisory Committee
355 West Robles Avenue
Santa Rosa, CA 95407

Dear Steven Schmitz:

This letter is in response to the letter that I received regarding the proposed bike path map titled "Central Sonoma Valley Trail". I am the property owner at 126 Fairview Lane. I have briefly spoken to you by phone in late August and you suggested I put my comments in writing.

The first issue for Fairview Lane is that it is a small, approximately 12 ½ foot wide, private road. It is impossible for two average sized automobiles to pass side by side. Add to this the residents parking on the shoulder and the width of the road becomes smaller. It is common place to have to yield passing to oncoming vehicles when trying to use this lane. As you know the part of Fairview Lane you are proposing to use as the bike lane is comprised of multiple unit dwellings which means for each unit you will have at the very least 2 vehicles so parking on the shoulder is the only alternative for the residents. Add bicycle traffic and you have a hazardous condition.

Secondly, the vacant lot that backs Encinas Court is going to be developed in the near future. We are in the process of exploring the costs and permit process to build a granny unit on the lot, there for the lot will need to provide a yard and parking for that unit. I do not wish to have to consider planning around a bicycle path in the middle of my lot.

Thirdly, we have ongoing issues now with trash and loitering on this lot. We constantly have to ask people to not use that part of

our property as a dog park, baseball field or hang out. I can only imagine that those issues will become worse if it is used as a path, inviting additional use.

Please bear these concerns in mind while continuing your process in planning the bike path, I am an avid walker in the neighborhood and it seems like a safer alternative to use the access already provided to highway 12 via Academy Lane. You may contact me at (707) 938-8788 should you have any further questions and please continue to provide me correspondence regarding this project.

Sincerely,

A handwritten signature in cursive script that reads "Kathy Archer".

Kathy Archer
126 Fairview Ln.
Sonoma, CA 95476

Sonoma County Bicycle & Pedestrian Advisory Committee

October 11, 2001 Minutes

Page 3


Staff reported that a letter on behalf of the committee was sent to the City of Santa Rosa Public Works Department regarding their Bellevue Avenue Improvement Plans and its consistency with the planned Colgan Creek Trail bikeway. Ken Tam announced that the City of Santa Rosa has indicated that they will be changing their design for the south side of Bellevue Avenue between the Colgan Creek flood control channel and Burgess Drive from a five-foot wide sidewalk to a Class 1 bikeway.

Ken Tam said that, within the next two months, Regional Parks would like to schedule another joint meeting involving members of the committee and members of the Sonoma County Parks and Recreation Commission. The joint meeting would be scheduled to discuss potential future Class 1 bikeway projects using, in part, the County of Sonoma's annual apportionment of Transportation Development Act Article 3 funds. As they have been involved in such meetings in the past, Martha Barton and Tim Gonzales both agreed to represent the committee during the next joint meeting.

IV. Maintenance Issues

Tim Gonzales said that the roadbed along the shoulder is deteriorating in the westbound direction on Hall Road approximately 50 yards west of Cahill. Vin Hoagland said that trees and bushes are encroaching into the roadway shoulder and need to be trimmed in the northbound direction on Petaluma Hill Road at Warrington. Janice Eunice said that debris removal is needed in the shoulder areas along the entire section of High School Road. Also, Los Amigos Road between the Healdsburg and Windsor city limits has several areas with longitudinal cracks in the roadway. Also, the bicycle and pedestrian bridge across Sonoma Creek on Verano Avenue has a severe drop-off at the east side.

V. General Meeting

 **A. Review and approve draft Central Sonoma Valley Bikeway Plan.** Staff made a presentation to the committee on the most recent version of the Central Sonoma Valley Bikeway Plan. Since it was last presented to the committee during their August meeting, the "preferred alignment" for the bikeway has been selected. Instead of using Academy Lane, it is recommended that the bikeway be established along Encinas Lane and Fairview Avenue. Also, because the segments of the bikeway north of Larson Park are not currently in the adopted Sonoma County Bikeways Plan, it is recommended that the bikeway end at the creek crossing between Larson Park and Flowery Elementary School. Controlled access for students only would be provided between the park and school and two alternative bikeway alignments are to be presented in the plan between Larson Park and Agua Caliente Road, which would then be considered as potential future amendments in

Sonoma County Bicycle & Pedestrian Advisory Committee

October 11, 2001

Page 4

the Bikeways Plan. Finally, staff presented revised maps and some new "typical section" graphics for the plan and asked the committee for comments.

Martha Barton pointed out that there was a typographical error on Figure 3 with the word "from." Connie Cloak suggested that a different graphic besides "brick" be used on Typical Section "C" showing the traffic calming ideas. Maybe colored pavement would be more appropriate as a "brick" or a rough roadway surface is not desirable for bicycling. Also, it was noted that the bicyclists in the photograph for some of the "typical sections" have their helmets hanging from their bicycle handlebars. Tim Gonzales said the plan needs to better explain why alignments for the bikeway were not considered on the east side of Highway 12 or closer to Arnold Drive. A paragraph may be needed stating that, as development patterns change, these areas may need to be studied again as potential future bikeways. Also, the class 1 pathway illustrated on Typical Section "D" does not look wide enough to accommodate both bicyclists and pedestrians.

Steve Urbanek said that the only issues with the plan from the perspective of the Transportation and Public Works Department is pedestrian safety along the segments of the bikeway that will not have sidewalks or shoulder areas and taking over the maintenance of private roadways. Transportation and Public Works may require the provision of sidewalks or shoulder areas with raised dikes along any roadways that are officially designated as a trail or bikeway. Ken Tam said that a formal letter from Regional Parks with their comments on the plan would be forthcoming. With no other comments, the committee approved moving forward with the plan incorporating committee and staff comments as much as possible. Staff said that Wilbur Smith Associates, the consultants hired to develop the plan, would complete final text and graphic revisions over the next month and an agenda item would be prepared by staff to present the plan to the Board of Supervisors by the end of the year.

B. Review and comment on draft trail user survey for Joe Rodota/West County Trail.

Ken Tam distributed a draft copy of a form to be used to conduct a "user survey" along the Joe Rodota/West County Trail. The committee was asked to review the form and provide feedback prior to conducting the survey. In general, some typographical errors were pointed out and suggestions were made to lessen the redundancy and confusion regarding a few of the questions. Ken thanked the committee for their comments and said that the survey would most likely be conducted toward the end of October. Results of the survey would be made available for the committee to review at a future meeting.

VI. Other Business/Announcements

Martha Barton asked staff whether or not there was anything the committee could have done to prevent the loss of federal funding for the Washington Street bikeway in Petaluma.



SONOMA
COUNTY
REGIONAL
PARKS

JIM R. ANGELO
DIRECTOR

October 26, 2001

Steven Schmitz, Staff
Sonoma County Bicycle and Pedestrian Advisory Committee
355 West Robles Avenue
Santa Rosa, Ca 95407

Re: Draft Central Sonoma Valley Bikeway Plan

Dear Steven:

The Draft Central Sonoma Valley Bikeway Plan identified four potential trail alignments (Options A, B, C, D) between Verano Avenue and Agua Caliente Road. Option C was the only trail alignment considered as a Class I bike path. This option offered a more continuous route since the alignment followed the eastern side of Sonoma Creek. However, this option was not selected as the preferred alignment due to right of way constraints. We recognize that there are numerous individuals who own various sections of Sonoma Creek. Figure 2 shows more property parcels on the westside than on the eastside of the creek. It would be difficult to construct a continuous creek side trail unless we had the unanimous consensus of the creek side neighbors agreeing to sell or dedicate portions of their property to the County.

The following comments listed below pertain to specific sections of the Draft Central Sonoma Valley Bikeway Plan.

Conceptual Design (Page 3-3)

In the second paragraph, the design width for the multiuse path (or Class I Bike Path) is listed as a ten feet wide asphalt trail. Although our department has been using an eight feet wide design standard for the development of our Class I bike paths which meets the minimum width requirement per Caltrans standard, the ten feet design width would be acceptable. The West County and Joe Rodota Trail is eight feet wide except for the trail section between Merced Avenue and Sebastopol Road which is ten feet wide. The trail width was increased in order to allow the City of Santa Rosa's maintenance vehicles to access the sewer line located underneath the trail.

Figures 1, 2, 3, 4

- 1) Insert the word "Regional" preceding "Parks Department" in the text box located on the map.
- 2) The name of the middle school is misspelled. The correct spelling is Altimira.

If you have any questions, please contact me at 565-3348.

Sincerely,

Kenneth Tam

Kenneth Tam
Park Planner II

2300

County Center Drive

Suite 120A

Santa Rosa

CA 95403

Tel: 707 565-2041

Fax: 707 579-8247

www.sonoma-county.org

S:\PLANNING\csvalleytrail\scbpac.doc

Appendix E

COMMUNITY INPUT ON BIKEWAY EVALUATION CRITERIA

The table below presents the results of the dot-voting at the Public Workshops and the BPAC. Public Input was solicited on which evaluation criteria are most important to the community.

Appendix E Evaluation Criteria Ranked by the Public				
Criteria	Sonoma BAC	Public Workshop #1	Public Workshop #2	Total
Maximize These Benefits				
Bicycle and pedestrian /traffic safety	7	6	18	31
Access to elementary schools	8	5	13	26
Connections to/from existing/ planned regional bicycle/pedestrian routes	2	4	13	19
Access to local parks	6	2	10	18
Bicycle and pedestrian circulation	6	4	7	17
Access to and from local businesses along Highway 12	0	3	3	6
Access between neighborhoods in the Springs area	4	1	2	7
Access to/connections to local services/1/	3	1	1	5
Security/maintenance	1	0	0	1
Access to and from local and inter-city public transit routes	0	0	0	0
24 hour access	0	0	0	0
Access to/by emergency services	0	0	0	0
Minimize these Impacts				
Required right-of-way acquisition and/or easements	4	1	4	9
Neighborhood impacts (including parking)	0	5	2	7
Environmental impacts	1	0	4	4
Relative engineering and construction costs	0	1	0	1
/1/ including the Boys and Girls Club, teen center, vineyard worker service center and proposed community health clinic.				

Appendix F

EVALUATION OF THE BIKEWAY ALTERNATIVES BY SEGMENT

Table F-1

[illegible]

Table F-2				
SEGMENT 2				
Criteria	A Manzanita	B Melody	C Creekside	D Riverside
Maximize These Benefits				
1. Bicycle and pedestrian /traffic safety	0	0	+	0
2. Access to elementary schools	0	0	0	+
3. Connections to/from existing/ planned regional bicycle/pedestrian routes	+	+	0	0
4. Access to local parks	+	+	0	0
5. Bicycle and pedestrian circulation	+	+	-	-
Minimize these Impacts				
1. Required right-of-way acquisition	+	+	-	+
• Private parcels with structures	no	no	yes	no
• Private parcels-no structures	no	no	yes	no
• Private driveway or road	no	no	no	no
2. Neighborhood impacts	0	0	0	0
• Parking lost yes or no	no	no	no	no
• Other impacts	-	-	-	-
3. Environmental impacts	+	+	-	+
4. Relative engineering/construction costs	+	+	-	+
+ Of all the options, this alignment best meets this criterion or has the least impact 0 Of all the options, this alignment(s) is neutral or is less than the best. - Of all the options, this alignment(s) does not meet the criterion or has the worst impacts				

Table F-3					
SEGMENT 3					
Criteria	A Sierra	B Happy /River	B Gregor	C Creek- side	D Riverside
Maximize These Benefits					
1. Bicycle and pedestrian /traffic safety	-	-	+	+	0
2. Access to elementary schools	-	0	0	0	+
3. Connections to/from existing/ planned regional bicycle/pedestrian routes	0	0	0	-	-
4. Access to local parks	0	0	0	-	-
5. Bicycle and pedestrian circulation	+	+	+	0	-
Minimize these Impacts					
1. Required right-of-way acquisition	+	-	-	-	+
• Private parcels with structures	no	yes	yes	yes	no
• Private parcels-no structures	no	yes	yes	yes	no
• Private driveway or road	no	yes	yes	yes	no
2. Neighborhood impacts	+	-	-	-	0
• Parking lost yes or no	no	no	no	no	no
• Other impacts	-	-	-	-	-
3. Environmental impacts	+	0	-	-	+
4. Relative engineering and construction costs	+	0	-	-	+
+ Of all the options, this alignment best meets this criterion or has the least impact 0 Of all the options, this alignment(s) is neutral or is less than the best. - Of all the options, this alignment(s) does not meet the criterion or has the worst impacts					

Table F-4				
		SEGMENT 4		
Criteria	A Gregor/ Dechene	B Pine/ Dechene	C Creek- side	D Railroad Ave
Maximize These Benefits				
1. Bicycle and pedestrian /traffic safety	0	0	+	0
2. Access to elementary schools	+	+	0	-
3. Connections to/from existing/ planned regional bicycle/pedestrian routes	0	+	-	-
4. Access to local parks	0	0	-	-
5. Bicycle and pedestrian circulation	+	0	-	-
Minimize these Impacts				
1. Required right-of-way acquisition	+	+	-	+
• Private parcels with structures	no	no	yes	no
• Private parcels-no structures	no	o	0	no
• Private driveway or road	no	o	yes	no
2. Neighborhood impacts	-	-	0	-
• Parking lost yes or no	no	no	no	no
• Other impacts	-	-	-	-
3. Environmental impacts	+	+	-	-
4. Relative engineering/construction costs	+	+	-	-
+ Of all the options, this alignment best meets this criterion or has the least impact 0 Of all the options, this alignment(s) is neutral or is less than the best. - Of all the options, this alignment(s) does not meet the criterion or has the worst impacts				

Table F-5				
Criteria	SEGMENT 5			
	A Larson Park, Flowery School, Cedar St.	B- Larson Park, Flowery School, Lake St.	C Creek- side	D Extension of Railroad/ Brookside
Maximize These Benefits				
1. Bicycle and pedestrian /traffic safety	+	+	+	0
2. Access to elementary schools	+	+	0	-
3. Connections to/from existing/ planned regional bicycle/pedestrian routes	+	+	0	-
4. Access to local parks	+	+	+	-
5. Bicycle and pedestrian circulation	+	0	0	0
Minimize these Impacts				
1. Required right-of-way acquisition	+	+	0	-
• Private parcels with structures or in agricultural use	no	no	Yes	Yes
• Private parcels-no structures	no	no	Yes	Yes
• Private driveway or road	Yes	Yes	Yes	Yes
• Park or School	Yes	yes	Yes	no
2. Neighborhood impacts	0	0	0	0
• Parking lost yes or no	no	no	no	no
• Other impacts	-	-	-	-
3. Environmental impacts	+	+	-	-
4. Relative engineering and construction costs	0	0	-	-
+ Of all the options, this alignment best meets this criterion or has the least impact 0 Of all the options, this alignment(s) is neutral or is less than the best. - Of all the options, this alignment(s) does not meet the criterion or has the worst impacts				

Appendix G

SUMMARY OF CONCEPTUAL COST ESTIMATES BY BIKEWAY SEGMENT

Appendix G- Summary of Conceptual Cost Estimates by Bikeway Segment

Road/Or Easement	From	To	Land use	Bikeway Type	Design	Length	Minimal Cost		
							construction	ROW	Total
I Verano Ave to Academy Ln									
Verano Road	Crosswalk	Highway 12	Public ROW next to public street	Multi-use Path	See Typical Section D	0.19	\$56,818	-	\$56,818
Main St	Verano Rd	Hwy 12	Public street	Bike Route-Shared Roadway	See Typical Section A	0.12	\$1,000	-	\$1,000
Hwy 12	Main St	Encinas Lane	private lots next to state highway	Multi-use Path	See Typical Section D	0.08	\$22,727	\$110,000	\$132,727
Bridge over Agua Caliente Creek	south of creek	north of creek	private lot next to state highway	bridge over creek	-	-	\$200,000	\$200,000	
Encinas Ln	Hwy 12	Private Lot	Public street	Bike Route-Shared Roadway	See Typical Section A or C	0.07	\$360	\$0	\$360
Private Lot	End of Encinas Lane	Private Lot on Fairview Lane	Private Lot	Multi-use Path	See Typical Section E	included below	-	-	-
Private Lot on Fairview Ln	Encinas lot	Fairview Lane	Private Lot	Multi-use Path	See Typical Section E	0.02	\$6,061	\$25,000	\$31,061
Fairview Ln	Private Lot on Fairview Lane	Academy Lane	Private road	Bike Route-Shared Roadway	See Typical Section B or C	0.09	\$473	-	\$473
Academy Ln	Fairview Lane	Melody Lane	Public street	Bike Route-Shared Roadway	See Typical Section A or C	0.02	\$500	-	\$500
II Academy Ln to W. Thompson Ave/Craig Ave									
Melody Ln	Academy Lane	W. Thompson Ave	Public street	Bike Route-Shared Roadway	See Typical Section A or C, assumes some sidewalk construction	0.18	\$53,977	-	\$53,977
W. Thompson Ave	Melody Lane	Happy Lane	Public ROW next to public street	Multi-use Path	See Typical Section D	0.09	\$28,409	-	\$28,409

Appendix G- Summary of Conceptual Cost Estimates by Bikeway Segment

Road/Easement	From	To	Land use	Bikeway Type	Design	Length	construction	Minimal Cost ROW	Total
III W. Thompson Ave/Craig Ave to Boyes Bl									
Happy Lane	W.Thompson Ave	Private street	Public street	Bike Route-Shared Roadway	See Typical Section A or C	0.15	\$758	-	\$758
Happy Lane-Private street	Happy Ln -north end	Private lot fronting Happy Lane	Private Lot	Bike Route-Shared Roadway	See Typical Section B or C; costs assumes some paving of shoulder area	0.08	\$15,152	\$65,000	\$80,152
Option 1 --Private driveway(s)	Private lot fronting Happy Lane	Private Lot fronting Orchard Ave.	Private Lot	Bike Route-Shared Roadway	See Typical Section B or C	0.02	\$3,788	\$65,000	\$68,788
Option 1a - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E	0.04	\$15,152	\$40,000	\$55,152
Option 1b - Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E	0.02	\$7,576	\$90,000	\$97,576
Option 2 - Orchard from Happy Ln	Happy Lane -north end	lot fronting Orchard	Private property	Multi-use Path	See Typical Section E	0.02	\$7,576	\$40,000	\$47,576
Option 2- Private Lot fronting Orchard Ave.	Private driveway(s)/street(s)	Orchard Ave	Private Lot	Multi-use Path	See Typical Section E	0.02	\$7,576	\$150,000	\$157,576
Orchard Ave	Private lot fronting Orchard Ave	Greger Street	Public street		See Typical Section B or C; costs assumes some paving of shoulder area	0.12	\$24,621	-	\$24,621
Greger Street	Orchard Ave	Boyes Blvd	Public street		See Typical Section B or C	0.14	\$710	-	\$710
IV Boyes Bl to Larson Park									
0									
Greger Street	Boyes Blvd	Lichtenberg Ave	Public street	Bike Route-Shared Roadway	See Typical Section A	0.17	\$852	-	\$852
Lichtenberg Ave	Greger Street	Dechene Ave	Public street	Bike Route-Shared Roadway	See Typical Section A	0.07	\$331	-	\$331
Dechene Ave	Lichtenberg Ave	Larson Park Entrance	Public street	Bike Route-Shared Roadway	See Typical Section A	0.21	\$1,042	-	\$1,042
park entrance stub	Dechene Ave	Larson Park	Public street	Bike Route-Shared Roadway	See Typical Section A	0.03	\$300	-	\$300
Larson Park	park entrance stub	Bridge to Flowery School	Public property	Multi-use Path	See Typical Section E	0.19	\$75,758	-	\$75,758
Bridge to Flowery School	Larson Park	Flowery School	Public property	bridge over creek	-	-	\$200,000	-	\$200,000
Total Construction Costs						1.78	\$716,364	\$595,000	\$1,311,364
Total with D/A/C							plus 45 % D/A/C		\$1,901,478

Appendix H

REFERENCES ON THE BENEFITS OF TRAILS AND BIKEWAYS

Numerous reports and studies have been written documenting the benefits that trails and bikeways bring to a community. The following is a list of the most significant studies that addressed the economic benefits, including property values, as well as the overall benefit to a community's health and quality of life. The first four reports are summarized on the following pages.

- American Lives Inc *Community Preferences Survey*, Oakland CA 1999
- *Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime*, Seattle Engineering Department, Office for Planning, May, 1987. For copies, contact: City of Seattle Engineering Department, Bicycle Program; telephone (206) 625-5177.
- *The Impacts of Rail-Trails: A Study of the Users and Property Owners from Three Trails*, by Rivers, Trails and Conservation Assistance Program, National Park Service, Washington, D.C., in cooperation with Pennsylvania State University; authors Roger L. Moore et. al.; February, 1992. For copies contact: Tom Iurino at (202) 343-2709. The three trails studied were: The Heritage Trail, a 26-mile trail through rural farmland eastern Iowa; the St. Marks Trail, a 16-mile paved trail through small communities in Florida and the Lafayette/Moraga Trail, a 7.6-mile paved trail which travels almost exclusively through developed suburban areas. At the time of the study, the Heritage Trail was eight years old, the St. Marks Trail was two years old and the Lafayette/Moraga Trail was 14 years old.
- *Economic Impacts of Protecting Rivers, Trails and Greenway Corridors: A Resource Book*, by Rivers, Trails and Conservation Assistance Program, National Park Service, Washington, D.C., Third Edition, 1992. For copies contact Recreation Resources Assistance Division, P.O. Box 37127, Washington, D.C. 20013; (202) 343-3780.
- *Converted Railroad Trails: The Impact on Adjacent Property*. A Masters Thesis, Manhattan, KS, Kansas State University, Department of Landscape Architecture, 1988.
- Loomis, John, *Estimating the Economic Activity and Value from Public Parks and Outdoor Recreation Areas in California*, *Journal of Park and Recreation Administration*, Summer, 1989.
- Schwecke, Tim, Dave Sprehn, Sue Hamilton and Jack Gray. *A Look at Visitors on Wisconsin's Elroy-Sparta Bike Trail*. University of Wisconsin-Extension, Recreation Research Center, Madison, Wisconsin, January, 1989.
- Rails-to-Trails Conservancy *Trails for the 21st Century: Planning, Design and Management Manual for Multi-Use Trails*, 1993.
- Philip Landon, *A Better Place to Live: Reshaping the American Suburb*, University of Massachusetts Press, 1994, 270 pp.
- David Engwicht *Reclaiming our Cities and Towns: Better Living with Less Traffic*, New Society Publishers, Philadelphia, 1993
- James Howard Kunstler, *The Geography of Nowhere*, Simon & Schuster, 1993, 304 pp.

1. COMMUNITY PREFERENCES SURVEY

American Lives, Inc. 1999

Brief conclusions of survey on homeowner preferences: the top desirable features in new home developments:

- low traffic and quiet - 93 %
- natural open space - 77.8%
- walking and biking paths - 74.5 %
- three-quarters of all buyers said they prefer to live in a community “where they can walk and bike everywhere”

2. EVALUATION OF THE BURKE-GILMAN TRAIL'S EFFECT ON PROPERTY VALUES AND CRIME

Seattle Engineering Department, Office for Planning, May, 1987.¹

Purpose

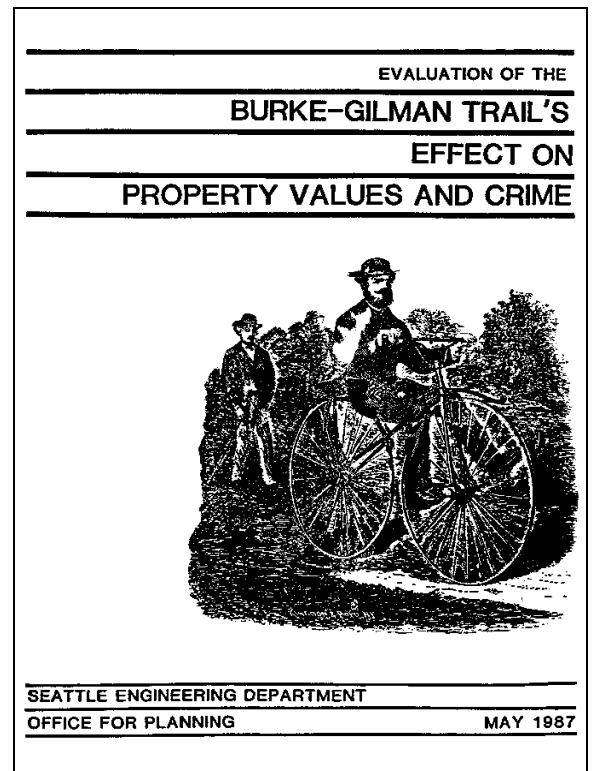
The purpose of this study was to determine what effect, if any, the Burke Gilman Trail has had on property values and crime affecting property near and adjacent to the trail and to evaluate public acceptance of the trail and the trail's effect on the quality of life of adjacent neighborhoods.

Need for the Study

The need for the study became apparent when property owners in a different area of the city expressed concern over the development of a new trail project on the basis that it might reduce their property values, increase crime, and generally reduce the quality of life. These concerns are similar to concerns raised by property owners prior to the construction of the Burke-Gilman Trail.

Trail Profile

The Burke-Gilman Trail is a 12.1 mile (9.85 miles are in Seattle) eight to ten foot wide multi-purpose trail that follows an abandoned railroad right-of-way. Most of the trail passes through residential



1. *Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime*, Seattle Engineering Department, Office for Planning, May, 1987. For copies, contact: city of Seattle Engineering Department, Bicycle Program, 9th Floor, Information Center, Municipal Building, 600 4th Avenue, Seattle, WA 98104; telephone (206) 625-5177.

neighborhoods. There is an average of 20 feet of shrubs and/or trees between the trail and the edge of adjacent properties. The trail also passes through an industrial area, several neighborhood commercial areas, the University of Washington, and links six parks. The trail was constructed in 1978 and currently has an estimated three quarters of a million users per year. As many as 4,000 to 5,000 users (80 percent bicyclists) enjoy the trail on a busy day.

Methodology

Data were collected via telephone by interviewing residents near and adjacent to the trail, real estate agents who buy and sell homes near the trail, and police officers who patrol neighborhoods adjacent to the trail.

Residents were asked questions on their decision to buy their home; what effect they thought the trail would have on selling their home; what problems, if any, they have had with break-ins and vandalism by trail users; and how the trail has affected their overall quality of life.

Real estate agents were asked similar questions on how the trail affects the selling price of homes along the trail. In addition, police officers were asked questions about trail users breaking into and vandalizing homes. A bi-weekly survey of newspaper real estate advertisements and real estate magazines was also conducted to determine whether homes were being advertised as being near or on the Burke-Gilman Trail.

Conclusions/Recommendations

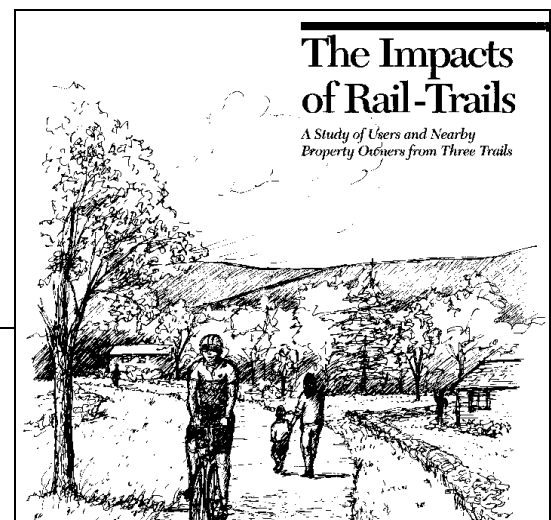
- The Burke-Gilman Trail is regarded by real estate companies as an amenity that helps to attract buyers and to sell property. Single-family homes, condominiums, and apartments are regularly advertised as being near or on the Burke-Gilman Trail.
- Property near but not immediately adjacent to the Burke-Gilman Trail is significantly easier to sell and, according to real estate agents, sells for an average of six percent more as a result of its proximity to the trail.
- Property immediately adjacent to the trail is only slightly easier to sell. The trail has no significant effect on the selling price of homes immediately adjacent to the trail.
- Residents who bought their homes after the trail was opened are most likely to view the trail as a positive factor that increases the value of their home.
- Long-time residents who bought their homes prior to the opening of the trail are generally less likely to view the trail as an economic asset.
- Real estate advertisements that promote properties as being on or near the trail tend to be from the companies that regularly sell homes near the trail. In other words, people who have recently been involved in the real estate market are more likely to have experienced the economic assets of the trail.

- The existence of the trail has had little, if any, effect on crime and vandalism experienced by adjacent property owners. Police officers interviewed stated that there is not a greater incidence of burglaries and vandalism of homes along the trail. They attribute that fact to the absence of motor vehicles. They noted that problems in park areas throughout the city are generally confined to areas of easy motor vehicle access. The police officers said that there would be no significant trail problems as long as parking lots are away from the trail and bollards prevent motor vehicle use. They also recommend the development of additional trails.
- Residents adjacent to the trail are also positive about the trail, especially when compared to conditions before the trail was opened.
- Not a single resident surveyed said that present conditions were worse than prior to construction of the trail. In the eight years that the trail has been opened, there have been an average of only two incidents per year of vandalism or break-ins where a trail user may have been involved.
- There is also a very high level of public acceptance and support for the trail. Not a single resident surveyed felt the trail should be closed. Less than three percent said there were any problems associated with the trail that were serious enough to cause them to consider moving (reason cited for wanting to move was always related to privacy, never crime or vandalism). Almost two-thirds of the residents felt the trail increased the quality of life in the neighborhood.

A former opponent of the trail (her home is on the trail) stated that "the trail is much more positive than I expected. I was involved in citizens groups opposed to the trail. I now feel that the trail is very positive; [there are] fewer problems than before trail was built; [there was] more litter and beer cans and vagrants when railroad was in

In summary, this study indicates that concerns about decreased property values, increased crime, and a lower quality of life due to the construction of multi-use trails are unfounded. In fact, the opposite is true. The study indicates that multi-use trails are an amenity that help sell homes, increase property values and improve the quality of life. Multi-use trails are tremendously popular and should continue to be built to meet the ever-growing demand for bicycle facilities in Seattle.

One point of concern regarding the trail must be mentioned. Although not included in the survey, thirteen percent of those surveyed brought up the problem of user conflicts (i.e., speeding bicyclists) on the trail. To some extent, it is a problem of success. The trail has twice as many users as originally forecasted. Solving this problem may require trail design changes, educating users, and enforcing trail regulations.



3. THE IMPACTS OF RAIL TRAILS: A STUDY OF USERS AND NEARBY PROPERTY OWNERS FROM THREE TRAILS

National Park Service.²

This study was the first to examine the benefits and impacts of rail-trails extensively and the first, to our knowledge, to systematically examine both the trail users and nearby property owners of the same trails. It was a cooperative effort of the National Park Service and Penn State University carried out in 1990 and 1991.

Purpose

Its purpose was to furnish information to assist in the planning, development, and management of rail-trails, public recreation trails constructed on the beds of unused railroads rights-of-way.

Objectives

The study's objectives were to:

- Explore the benefits of rail-trails to their surrounding communities and measure the total direct economic impact of trail use;
- Examine what effects rail-trails have on adjacent and nearby property values;
- Determine the types and extent of trail-related problems, if any, experienced by trail neighbors; and
- Develop a profile of rail-trail users.

Three trails sampled

A sample of three diverse rail-trails from across the U.S. was studied:

- The Heritage Trail, a 26-mile trail surfaced in crushed limestone which traverses rural farmland in eastern Iowa;
- The St. Marks Trail, a 16-mile paved trail beginning in the outskirts of Tallahassee, Florida and passing through small communities and forests nearly to the Gulf of Mexico; and
- The Lafayette/Moraga Trail, a 7.6-mile paved trail 25 miles east of San Francisco, California which travels almost exclusively through developed suburban areas.

At the time of the study, the Heritage Trail was eight years old, the St. Marks Trail was two years old and the Lafayette/Moraga Trail was 14 years old.

Methodology

Users were systematically surveyed and counted on each trail from March, 1990 through February, 1991 and were then sent follow-up mail surveys.

2. *The Impacts of Rail-Trails: A study of the Users and Property Owners from Three Trails*, by Rivers, trails and Conservation Assistance Program, National Park Service, Washington, D.C., in cooperation with Pennsylvania State University; authors Roger L. Moore et. al.; February, 1992. For copies contact: Tom Iurino at (202) 343-2709.

A sample of residential landowners owning property immediately adjacent to the trails and a sample of those owning property within one-quarter mile of the trails (one-half mile in Iowa) were also surveyed by mail, and real estate professionals in communities along the trails were interviewed by phone. Usable mail surveys were obtained from 1,705 trail users and 663 property owners, and interviews with 71 realtors and appraisers were conducted.

Study Findings

Trail Users and Use

- Demographically, the samples of rail trail users were much like the populations of the communities through which the trails passed.
- The study trails were quite heavily used, with most users living nearby and visiting frequently. This pattern was most pronounced on the suburban Lafayette/Moraga Trail.
- The study did not find a "typical" mix of activities that might be expected on rail-trails. Although bicycling and walking were the most common activities on all the study trails, they occurred in very different proportions on each.
- Having no motorized vehicles allowed was the most desirable trail characteristic expressed by the users of each trail. Other important characteristics were: natural surroundings, quiet settings, safe road crossings, smooth trail surfaces, and good maintenance.
- Users reported no serious complaints with any of the trails. Insufficient drinking water and restroom facilities were the biggest concerns overall, with rough trail surfaces and reckless behavior of other users reported as problems on the Lafayette/Moraga Trail.

Economic Benefits of Rail-Trails

- Use of the sample trails generated significant levels of economic activity. These economic benefits were from two major sources: total trip-related expenditures and additional expenditures made by users on durable goods related to their trail activities.
- Users spent an average of \$9.21, \$11.02, and \$3.97 per person per day as a result of their trail visits to the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively. This resulted in a total annual economic impact of over \$1.2 million in each case. Expenditures on durable goods generated an additional \$130 to \$250 per user annually depending on the trail.
- The amount of "new money" brought into the local trail county(s) by trail visitors from outside the county(s) was \$630,000, \$400,000 and \$294,000 annually for the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively.
- Restaurant and auto-related expenditures were the largest categories of trip-related expenses and visitors that spent at least one night in the local area were the biggest spenders. Equipment (such as bicycles) was the largest category of durable expenditure.

Landowner and Property Characteristics

- Property size and distance from homes to trail varied from trail to trail as expected with the largest properties and distances between homes and the trail occurring along the rural Heritage Trail and the smallest properties and those closest to the trail occurring along the suburban Lafayette/ Moraga. Relatedly, it was far more likely for a landowner's property to be severed by the Heritage Trail than by the other two.
- The majority of landowners were frequent trail users.

Problems Experienced by Landowners

- Overall, trail neighbors had experienced relatively few problems as a result of the trails during the past twelve months, but the types and frequencies of these problems varied from trail to trail.
- The problems reported by the most landowners were: unleashed and roaming pets, illegal motor vehicle use, and litter on or near their property. The problems that were most likely to have increased for adjacent owners since the opening of the trail were: noise from the trail, loss of privacy, and illegal motor vehicle use.
- The majority of owners reported that there had been no increase in problems since the trails had been established, that living near the trails was better than they had expected it to be, and that living near the trails was better than living near the unused railroad lines before the trails were constructed. The majority sampled along each trail was satisfied with having the trail as a neighbor.

Rail-Trails' Effects on Property Values

- Landowners along all three trails reported that their proximity to the trails had not adversely affected the desirability or values of their properties, and along the suburban Lafayette/ Moraga Trail, the majority of owners felt the presence of the trail would make their properties sell more easily and at increased values.
- Of those who purchased property along the trails after the trails had been constructed, the majority reported that trails either had no effect on the property's appeal or added to its appeal.
- The vast majority of real estate professionals interviewed felt the trails had no negative effect on property sales and no effect on property values adjacent to or near the trails. However, those who felt the trails increased property values outnumbered those reporting decreased values.

Other Benefits of Rail-Trails

Trail users and landowners alike reported that the trails benefited their communities in many ways. Health and fitness and recreation opportunities were considered to be the most important benefits of the trails by the landowners. The trail users felt the trails were most important in providing health and fitness, aesthetic beauty, and undeveloped open space.

Study Conclusions and Implications

- Rail-trails can provide a wide range of benefits to users, local landowners, and trail communities. They are not single use, single benefit resources.

Residents and visitors enjoy the benefits of trail use, aesthetic beauty, protected open space, and in some instances higher property resale values, while local communities enjoy bolstered economies and increased community pride among other benefits.

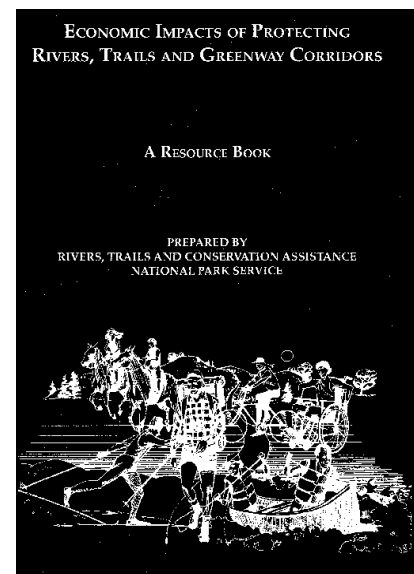
These benefits should be presented as a package when discussing the merits of rail-trails with the diverse constituencies affected by proposed trails.

- Levels of economic impact varied considerably across the three study trails. This was due principally to the fact that the Lafayette/ Moraga Trail was used almost exclusively for short trips by nearby residents while the other two trails attracted more visitors from beyond the local neighborhoods.

If economic benefits are an important community objective, marketing efforts should be developed aimed at attracting out-of-town visitors and getting many of them to make overnight stays.

- The study rail-trails were found to have a dedicated core of users who visited frequently and were committed to "their" trails. This finding represents an opportunity for managers of existing trails and planners of new trails to tap into a potentially rich source of trail supporters and volunteers for assistance on a number of appropriate planning and management activities.
- Although negative aspects of living adjacent to rail-trails were reported by some landowners, the rates of occurrence and seriousness of problems were relatively low and advantages of living near the trails were reported as well. This finding should be encouraging to trail planners and advocates.

While all existing and potential problems need to be identified and addressed quickly, trail planners and advocates should not be timid about presenting the positive impacts of rail-trails to landowners along the proposed trails and putting them in contact with their peers along existing trails.



4. ECONOMIC IMPACTS OF PROTECTING RIVERS, TRAILS AND GREENWAY CORRIDORS: A RESOURCE BOOK

National Park Service.³

3. *Economic Impacts of Protecting Rivers, Trails and Greenway Corridors: A Resource Book*, by Rivers, Trails and Conservation Assistance Program, National Park Service, Washington, D.C., Third Edition, 1992. For copies contact Recreation Resources Assistance Division, P.O. Box 37127, Washington, D.C. 20013; (202) 343-3780.

The Resource Book includes eight sections, addressing the following aspects of economic impacts:

- Real Property Values
- Commercial Uses
- Agency Expenditures
- Public Cost Reduction
- Expenditures by Residents
- Tourism
- Corporate Relocation and Retention
- Benefit Estimation

Real Property Values

The Resource Book presents evidence that greenways and trails may increase nearby property values. It demonstrates how an increase in property values can increase local tax revenues and help other greenway acquisition costs.

Example: Luce Line rail-trail, Minnesota.

(a) In a survey of adjacent landowners along the trail, the majority (87 percent) believed the trail increased or had no effect on the value of their property. Sixty-one percent of suburban residential owners surveyed noted an increase in their property values as a result of the trail. New owners felt the trail had a more positive effect on adjacent property values than did continuing owners. Appraisers and real estate agents claimed that the trail was a positive selling point for suburban residential property, hobby farms, farmland proposed for development and some types of small town commercial property.⁴

Expenditures by Residents

Spending by local residents on greenway-related activities can help support recreation-oriented businesses and employment as well as other businesses which are patronized by greenway and trail users.

Example: One study estimated that \$620 million is spent annually by California residents for urban recreation activities (jogging, bicycling, visiting parks, etc.). This generates an estimated \$400 million in personal income and 22,800 jobs.⁵

Commercial Uses

The Book describes the potential for concessions and special events within the greenway, which can boost local business as well as raise funds for the greenway or trail itself.

Example: “Take a Walk on the Wild Side Ice Age Trail Hike-A-Thon”, in Wisconsin, attracted over 1,200 hikers and raised \$30,000 against \$15,000 in expenses. The event, sponsored by the Ice Age Trail Council and Ice Age Park and Trail Foundation, raised money to support

4. “Converted Railroad Trails: The Impact on Adjacent Property.” A Masters Thesis, Manhattan, KS, Kansas State University, Department of Landscape Architecture, 1988.

5. Loomis, John, “Estimating the Economic Activity and Value from Public Parks and Outdoor Recreation Areas in California,” *Journal of Park and Recreation Administration*, Summer, 1989.

development and maintenance of the trail, raise public awareness and strengthen supporting organizations.

Tourism

Greenways and trails which attract visitors to a community support local businesses such as lodging, food establishments and recreation-oriented services. Greenways may also help improve the overall appeal of a community to visitors and increase tourism.

Example: In 1988, users of the Elroy-Sparta trail in Wisconsin averaged expenditures of \$25.14 per day for trip-related expenses. Total 1988 trail user expenditures were over \$1.2 million. Approximately 50 percent of the users were from out-of-state and the typical user traveled 228 miles to get to the trail.⁶

Agency Expenditures

The agency responsible for managing a trail or greenway can support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities and benefit the local economy.

Example: The American River Parkway accounted for over \$1 million in expenditures by the County of Sacramento Parks and Recreation Department in fiscal year 1989-1990. The greenway includes 23 miles of paved trails and over 50 miles of unpaved hiking and riding trails. Approximately \$600,000 of the expenditures were made for services and supplies and \$450,000 for salaries and benefits.⁷

Corporate Relocation and Retention

Quality of life of a community is an increasingly important factor for retaining and attracting corporations and businesses. Greenways and trails can be important contributors to the quality of life. Corporations bring jobs to a community and help support businesses which provide services and products to corporations and their employees.

Example: Greenways and trails help reduce firms' employee commuting costs because they provide opportunities to commute by foot or by bicycle. An analysis of 1980 census data by the Northeastern Illinois Planning Commission (NIPC) showed 7,000 commuters in the Chicago region use a bicycle to get back and forth to work every day, weather permitting. In peak-use summer months, this figure climbed to 14,000 commuters. NIPC found that most of the commuters using bicycles to travel to work live near one of the five linear trails found in the Chicago region. In census zones where these trails exist, an average of 15.6 percent of the commuter trips are by bicycle. When the region is taken as a whole, however, only one percent of the working population commutes by bicycle. These trails, therefore seem to offer an alternative to using congested roadways to get to work.⁸

6. Schwecke, Tim, Dave Sprehn, Sue Hamilton and Jack Gray. *A Look at Visitors on Wisconsin's Elroy-Sparta Bike Trail*. University of Wisconsin-Extension, Recreation Research Center, Madison, Wisconsin, January, 1989.

7. Wright-Woodruff, Lois, Community Relations Officer, May 7, 1990. County of Sacramento Parks and Recreation Department, telephone communication reported in reference #9.

8. Eubanks, David M. "From Abandoned Railways to recreation Trails: Measurement of Community Impact.: Report submitted for completion of research practicum, University of Chicago, Chicago, Illinois, December, 1986.

Public Cost Reduction

Conservation of trails and greenways may help local governments and other public agencies reduce long-term costs for services such as roads and sewers; reduce costs resulting from injury to persons and property from hazards such as flooding; and avoid potential costly damages to natural resources such as water and fisheries.

Example: The City of Boulder, Colorado estimates the 1988 public cost for maintaining non-open space, such as developed acres at \$2,500 to \$3,200 per acre. The cost of maintaining open space in the City was only \$75 per acre (less than three percent the cost of non-open space).⁹

Benefit Estimation

The recreational benefits of rivers, trails and greenways can be estimated in monetary values. Users can be surveyed to estimate the value of a visit to a greenway.

Example: The Water Resources Council, a U.S. government agency, developed a method for computing unit day values (the maximum amount individuals are willing to pay to engage in a recreation activity, per day). This method rates the quality of the recreation opportunity according to a specific set of criteria.¹⁰

9. Crain, James. Director, Real Estate/Open Space, City of Boulder, Colorado; letter to Dr.. Albert Bartlett dated November 3, 1988; from reference #9.

10. Walsh, Dr.. Richard G., *Recreation Economic Decisions*, Venture Publishing, 1640 Oxford Circle, State College, PA, 16801.